MINUTES PART 1 OF 2

CITY OF MANDURAH

Minutes of Council Meeting

held on

Tuesday 28 November 2023, 5.30PM

in the Council Chamber, 83 Mandurah Terrace Mandurah

CONFIRMED

PRESENT:

MAYOR	R WILLIAMS	
COUNCILLOR	B POND	COASTAL WARD
COUNCILLOR	J SMITH	COASTAL WARD
COUNCILLOR	J CUMBERWORTH	COASTAL WARD
COUNCILLOR	A KEARNS	EAST WARD
COUNCILLOR	D WILKINS	EAST WARD
COUNCILLOR	S WRIGHT	EAST WARD
COUNCILLOR	C KNIGHT [Deputy Mayor]	NORTH WARD
COUNCILLOR	P JACKSON	NORTH WARD
COUNCILLOR	A ZILANI	NORTH WARD
COUNCILLOR	D SCHUMACHER	TOWN WARD
COUNCILLOR	P ROGERS	TOWN WARD
COUNCILLOR	R BURNS	TOWN WARD

MS	C MIHOVILOVICH	CHIEF EXECUTIVE OFFICER
MRS	T JONES	ACTING DIRECTOR BUSINESS SERVICES
MS	J THOMAS	DIRECTOR PLACE AND COMMUNITY
MR	J CAMPBELL-SLOAN	DIRECTOR STRATEGY AND ECONOMIC DEVELOPMENT
MR	M HALL	DIRECTOR BUILT AND NATURAL ENVIRONMENT
MS	J WEBER	ACTING EXECUTIVE MANAGER GOVERNANCE SERVICES
MRS	A DENBOER	MINUTE OFFICER

1. OPENING OF MEETING AND ANNOUNCEMENT OF VISITORS

The Mayor declared the meeting open at 5.33pm.

2. ACKNOWLEDGEMENT OF COUNTRY

Mayor Williams acknowledged that the meeting was being held on the traditional land of the Bindjareb people, and paid his respect to their Elders past and present.

3. APOLOGIES

Nil.

4. DISCLAIMER

The Mayor advised that the purpose of this Council Meeting is to discuss and, where possible, make resolutions about items appearing on the agenda. Whilst Council has the power to resolve such items and may in fact, appear to have done so at the meeting, no person should rely on or act on the basis of such decision or on any advice or information provided by a Member or Officer, or on the content of any discussion occurring, during the course of the meeting. Persons should be aware that the provisions of the *Local Government Act 1995* (Section 5.25(e)) and the *City of Mandurah Standing Orders 2016* (Section 13.1(1)) establish procedures for revocation or rescission of a Council decision. No person should rely on the decisions made by Council until formal advice of the Council decision is received by that person.

The City of Mandurah expressly disclaims liability for any loss or damage suffered by any person as a result of relying on or acting on the basis of any resolution of Council, or any advice or information provided by a Member or Officer, or the content of any discussion occurring, during the course of the Council meeting.

5. ANSWERS TO QUESTIONS TAKEN ON NOTICE

Officers provided the response to the question taken on notice at the Council meeting held on Tuesday 26 September 2023.

Question 1

How much money was spent on consultants in the year 2020, 2021 and 2022 in Mandurah City?

City of Mandurah Response

The City's expenditure relating to consultancy services for the following years:
2020/2021 - $1,240,982
2021/2022 - $1,121,416
2022/2023 - $1,646,728

Officers provided responses to questions taken on notice (Item 6) at the Council meeting held on Tuesday 31 October 2023.

6.2 CLIFF HORTON: KIMBERLY FLOOD DONATIONS, COUNCIL MEETINGS, MEMBERSHIP TO COMMITTEES

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Question 4

Are any members of this City of Mandurah a member of Local Government Elected Members Association (LGEMA)?

City of Mandurah's Response

The City does not fund any Elected Members to be a member of the Local Government Elected Members Association. Elected Members can be members of Associations at their own costs.

6.3 WENDY HEATHCOCK: CONTRACT SPEND, REPRESENTATION AND ADVISORY COMMITTEES

Question 1

Since the meeting of 26 September 2023, there has been quite a bit of media in relation to the $850,000 budgeted for the rebuild of the eastern foreshore toilet block. In order to provide openness and transparency to the residents of the City of Mandurah, could Council please provide an itemised breakdown of the $850,000 being spent?

City of Mandurah's Response

The Director Built and Natural Environment confirmed the high level cost breakdown for the project included design costs of $35,000 and demolition and construction costs of $782,000, with the remaining amount being an allowance for contingency.

Question 3

Did Council have a representative, either staff member or consultant, attend the recent International Smart City Expo on the 10-11 October in Sydney?

City of Mandurah's Response

The Director Built and Natural Environment confirmed that no staff represented the City at this conference. The City cannot respond to whether consultants attended due to these organisations being separate entities to the City.

Question 4

Is Council a member of the Global covenant of Mayors for Climate Energy?

City of Mandurah's Response

The Director Built and Natural Environment confirmed that the City is not a paid member of the Covenant of Mayors for Climate and Energy.

6.4 BETH PATERSON: TRADING NAME, NATIVE TITLE CLAIM AND VOICE REFERENDUM

Question 5

CONFIRMED

I refer to the minutes dated 26 September 2023, sec 7.2, you have stated that there has been on determined Native Title claim and you have provided the map designating a very large area South of Bunbury, North of Mandurah and further inland to the East. As suggest I have gone to the register of Native Title claims. To assist with my research, please supply the following required by the register. Tribunal File no, Federal Court file no application name, State or Territory, Representative A/TSI body area, Local Government area.

City of Mandurah's Response

It is a decision by the Federal Court whether Native Title rights and interests exist and can be recognised in a certain area of land or water. The Aboriginal Policy and Coordination Unit (APCU) co-ordinates WA Government agencies operating under the Native Title and Aboriginal Heritage acts. The City of Mandurah is confirmed as a Local Government area within Noongar Native Title Agreement Group Gnaala Karla Booja. Any further questions relating to this Native Title Land Claim should be forwarded to the State Government.

Question 6

The City of Mandurah was established under the Local Government Act 1995 (WA). How can this Act lawfully override the referendum of 1988 where the people clearly rejected the creation of local governments by 66.38%?

City of Mandurah's Response

The Local Government Act 1995 is the current law that regulates the City of Mandurah and other local governments in Western Australia. It replaced the Local Government Act 1960, which was the previous law for more than three decades. However, local governments have a long history in Western Australia, dating back to 1839 when the Towns Improvement Act was enacted.

The Western Australian Constitution gives the State the legislature power and responsibility to create and maintain a system of local governing bodies that are elected and have the necessary powers for the better government of their areas. This is stated in Section 52 of the Western Australian Constitution.

In 1988, there was a national referendum to amend the Australian Constitution to recognise local government as a third tier of government in Australia. However, this referendum failed to gain the majority support of the voters and the states. The main argument against the referendum was that it would weaken the state governments' rights and authority over local governments.

The failure of the 1988 referendum did not affect the constitutional status of local governments in Western Australia, as they are still established and governed by the state legislature under Section 52 of the Western Australian Constitution. The referendum was only meant to give formal recognition to local governments in the Australian Constitution, not to change their powers or functions.

6.8 LIA BREZNAY: 5G TOWERS

Question 1

We would like to ask to see the Health and Safety Risk Assessment, the Environmental Impact Analysis and the Insurance Policy for the installed 5G towers.

CONFIRMED

City of Mandurah's Response

State Planning Policy 5.2 Telecommunications Infrastructure aims to balance the need for effective telecommunications services and effective roll-out of networks, with the community interest in protecting the visual character of local areas. As referenced in this Policy telecommunications carriers must comply with the Australian Communications and Media Authority (ACMA) Radiocommunications Licence Conditions (Apparatus Licence) Determination 2003. These licence conditions make mandatory the limits in the Australian Radiation Protection and Nuclear Safety Agency (ARPANSA) Radiofrequency (RF) Standard which sets limits for human exposure to RF electromagnetic fields from all sources, including telecommunications infrastructure. ARPANSA is the primary Commonwealth agency responsible for protecting the health and safety of people and the environment from the harmful effects of radiation. The City of Mandurah has no role in the health assessment of these installations.

6.9 STEVEN ZIELINSKI: VACANT LAND AND STAFFING

Question 2

How many Full Time Equivalent (FTE) staff are employed at the City of Mandurah?

City of Mandurah's Response

As at 30 June 2023 the Full Time Equivalent was 482 staff.

G.1/11/23 CHANGE OF AGENDA ORDER

MOTION
Moved: Mayor R Williams
Seconded: Councillor D Schumacher

That Council consider Item 13 Announcements by the Presiding Member as the next item.

CARRIED: 13/0

13 ANNOUNCEMENTS BY THE PRESIDING MEMBER

At the invitation of the Mayor, Councillors updated the meeting on the following recent activities:

13.1 Councillor D Schumacher, Remembrance Day Ceremony

13.2 Councillor A Kearns, Coodanup Clontarf Academy End of Year Awards

13.3 Councillor D Knight, City of Mandurah Sports Awards

13.4 Councillor S Wright, Junior Council Graduation

13.5 Mayor R Williams, Western Australian Tourism Gala Evening

CONFIRMED

13.6 Mayor R Williams, Acknowledge Seniors Centre Award and Life Membership Recognition

13.7 Mayor R Williams, Local Legend, Manny Milonas

6. PUBLIC QUESTION TIME

Public Question Time was opened at 5.45pm.

6.1 JULIE THORNTON-SMITH: PROPOSED AMENDMENT NO 5 TO LOCAL PLANNING SCHEME 12

Mrs Thornton-Smith asked the following questions in the Chambers.

Question 1

What are the City's plans moving forward with regard to parking for the public and who polices that?

City of Mandurah Response

Coordinator Statutory Planning and Lands responded there is dedicated parking at Avalon Beach as well as on street public bays throughout the area. The City's Rangers team would be responsible for the monitoring and compliance of parking in the area.

Question 2

If the current owner is required to allow up to 70% of the Lot for the parking bays and understandably so seeks compensation how much compensation and legal fees would the Council be up for to settle and move forward?

City of Mandurah Response

The Chief Executive Officer responded that this claim would be a legal matter and the City will not be commenting on legal matters.

Question 3

On Saturday 26th November at 8am the car park was at capacity with parking for beachgoers. What is the councils proposal for further parking spaces to accommodate these cars. As its not even the holiday season it will get worse?

City of Mandurah Response

The parking provided on Lot 1302 was designed and constructed to provide parking for the ground floor tenancies on Lot 1301, which at the time, included a restaurant / café in strata lot 5. It was not public parking for Avalon Beach.

Question 4

Of the 20 car parking spaces allowed for commercial use, how many of these will be for disabled parking?

City of Mandurah Response

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As per the Building Codes of Australia part D3.5, a category 6 building (shop) would require one ACROD bay per 50 bays. In accordance with Building Codes the City would be seeking one ACROD bay.

Question 5

If Lot 1302 is never allowed to be turned into residential units and it is turned back into a café/restaurant or other commercial venture how many car parks will be issued to them?

City of Mandurah Response

As a Café / Restaurant is a 'Permitted' use, under the provisions of the Local Planning Scheme and Planning and Development Regulations, there is no requirement to seek a change of use application if it were to change from the current approved use (multiple dwellings) to café / restaurant.

Question 6

Where are the visitors to the Island, the surrounding units and visitors to the proposed new development going to park given the commercial tenancies have the right to use them and who will settle the disputes when it is inevitable other people will park there?

City of Mandurah Response

As per the previous response, the parking that has been developed on Lot 1302 was for the purpose of the commercial tenants on Lot 1301, which at that time included a café / restaurant. It was not designed for overflow or visitor parking for the benefit of the island development.

Question 7

Who actually decides on what land the council purchases and how do we explore this option further.

City of Mandurah Response

The Council has an endorsed Property Strategy which has not identified the purchase of Lot 1302.

CONFIRMED

6.2 BETH PATERSON: CITY OF MANDURAH COMMUNICATIONS

On the request of Ms Paterson the Mayor read out the following question on her behalf.

Would like to know status of the 'City Connect' page for the Mandurah Mail?

City of Mandurah Response

The Mayor advised the City provided a response at the Council meeting of 26 September 2023 advising that the information is being considered.

6.3 GRAHAM GARRAD: MEN'S SHED

On the request of Mr Garrad the Mayor read out the following question on his behalf.

What is the definition of consultation with representatives of Mandurah Men's Shed and Peel Men's Shed. Site investigation for potential central men's shed?

City of Mandurah Response

The Director of Place and Community responded with advice that the definition of consultation in context of the Men's Shed report can be drawn from the International Association of Public Participation spectrum that assists to determine the level of participation in a specific engagement program. The Central Men's Shed project is considered between 'involvement' and 'collaboration' on the spectrum because the City has partnered with Men's Sheds in the development of alternatives and the identification of preferred solutions. Examples of consultations to date have included involvement in the development of the Strategic Visioning, written submissions, meetings in person, site visits and various communication through meetings, emails and phone calls with the City's Executive Leadership Team.

6.4 BETH PATERSON: CITY OF MANDURAH COMMUNICATIONS

Ms Paterson stated that she had seen the minutes of the September Council meeting and the October Council meeting minutes where the City stated that it was under consideration. Could the City please provide a follow up for transparency?

City of Mandurah Response

The Mayor advised the decision to place communication in the local papers was an operational decision not a Council one, this is why it is not discussed in the Chamber. Signification review in the way the City communicates in underway and your suggestion to follow Busselton Times 'City Voice' page in the local paper will be considered.

The CEO also advised that a significant review is being undertaken of the City's Communications Framework and as part of this review the way the City and Council communicates decisions of Council is being considered. The results of this review are expected to be completed by March 2024.

Public Question Time closed at 5.45pm.

7. PUBLIC STATEMENT TIME

Nil.

8. LEAVE OF ABSENCE REQUESTS

Nil.

9. PETITIONS

G.2/11/23 PETER AND NADENE CANN: PROPOSED HOME BUSINESS – LOT 808, NO 22 CORMORANT KEY WANNANUP

CONFIRMED

Councillor J Smith presented a petition containing the signatures of 33 residents who are objecting to a proposed home business at Lot 808, No 22 Cormorant Key, Wannanup, Development Application number 10469.

MOTION
Moved: Councillor J Smith
Seconded: Councillor D Schumacher

That the petition be received and referred to relevant officers.

CARRIED: 13/0

10. PRESENTATIONS

Nil.

11. DEPUTATIONS

11.1 GARY BROWN: REPORT 2 SITE INVESTIGATION FOR POTENTIAL CENTRAL MEN'S SHED

Mr Brown representing Peel Community Men's Shed spoke in support of the report recommendation.

11.2 MEL HORTON: REPORT 6 MANDURAH DOLPHIN RESEARCH PARTNERSHIP

Ms Horton representing the community spoke in support of the report recommendation.

11.3 BARBARA SING: REPORT 6 MANDURAH DOLPHIN RESEARCH PARTNERSHIP

Ms Sing representing Estuary Guardians spoke in support of the report recommendation.

11.4 ROBYN ACKROYD: REPORT 6 MANDURAH DOLPHIN RESEARCH PARTNERSHIP

Ms Ackroyd representing Mandurah Environmental and Heritage Group spoke in support of the report recommendation.

11.5 MYRIANTHE RIDDY: REPORT 6 MANDURAH DOLPHIN RESEARCH PARTNERSHIP

On Ms Riddy's request, the Mayor read her deputation. Ms Riddy is representing Sea West and is in support of the report recommendation.

12. CONFIRMATION OF MINUTES

G.3/11/23 CONFIRMATION OF COUNCIL MINUTES: TUESDAY 31 OCTOBER 2023

CONFIRMED

MOTION
Moved: Councillor D Wilkins
Seconded: Councillor A Kearns

That the Minutes of Council Meeting held on Tuesday 31 October 2023 be confirmed.

CARRIED: 13/0

FOR: Cr D Wilkins, Cr A Kearns, Mayor R Williams, Cr D Schumacher, Cr B Pond, Cr J Smith, Cr J Cumberworth, Cr S Wright, Cr C Knight, Cr A Zilani, Cr P Rogers, Cr R Burns, Cr P Jackson
AGAINST: Nil

14. DECLARATION OF INTERESTS

14.1 Councillor R Burns declared an impartiality interest in Minute G.5/11/23 – Report 6 Mandurah Dolphin Research Partnership because previously he declared $250,000 per year funding for a permanent Department Biodiversity, Conservation and Attractions officer as a state election candidate.

14.2 Mayor R Williams declared an impartiality interest in Minute G.14/11/23 – Report 3 Funding Request for Peel Bright Minds Trail Blazers Program because he is a volunteer in the program.

14.3 Council A Zilani declared an impartiality interest in Minute G.14/11/23 – Report 3 Funding Request for Peel Bright Minds Trail Blazers Program because his son Joshua Zilani is a mentor of Peel Bright Minds Trail Blazers.

14.4 Councillor A Zilani declared an impartiality interest in Minute G.20/11/23 – Confidential Report 1 Community Citizen of the Year Awards 2024 because he has nominated two people for the Citizenship award.

14.5 Councillor C Knight declared a financial interest in Minute G.5/11/23 - Report 6 Mandurah Dolphin Research Partnership because she is the Chair of the Peel Harvey Catchment Council. Councillor Knight vacated the Chambers for debate and voting.

15. QUESTIONS FROM ELECTED MEMBERS

Questions of which due notice has been given

15.1 COUNCILLOR R BURNS: SAND BYPASSING STUDY

1. *I refer to the minutes of the Ordinary Council Meeting of 26 September 2023 where I asked for an update on the jointly funded Sand Bypassing study being conducted for the Department of Transport and the City of Mandurah. The response provided at the time was that Council was to expect a presentation in November.*

   In light of the fact that Council has not yet received that presentation and one is not scheduled for the remainder of this month of November, would the relevant officer please provide another update as to when Council can expect this presentation and provide an

CONFIRMED

explanation on the reasons for the delays to date? Can the CEO confirm if the City of Mandurah has received a draft version of the report or any indications on the likely result?

Officer Response

The Director of Built and Natural Environment responded the draft Mandurah Permanent Pipeline Bypassing Investigation report has been received. City officers and the Department of Transport are presently reviewing the draft report and it is expected that the review will be completed by early to mid-December. An update will be provided to Elected Members as part of the ELT-EM Briefing on 4 December 2023. The reason for the delay is due to the availability of the draft report and the timeline needed for its review.

2. *When does the Chief Executive Officer expect to be able to advise the broader community of the results of the study?*

Officer Response

The Director of Built and Natural Environment responded that the report is expected to be finalised in early 2024. Council will be briefed and the proposed community communication plan will be presented.

Questions of which notice has not been given

Nil.

16. BUSINESS LEFT OVER FROM PREVIOUS MEETING

Nil.

17. RECOMMENDATIONS OF COMMITTEES

Nil.

18. REPORTS

G.4/11/23 CHANGE OF AGENDA ORDER

MOTION
Moved: Mayor R Williams
Seconded: Councillor D Schumacher

That Council consider Report 6 Mandurah Dolphin Research Partnership as the next item due to public interest.

CARRIED: 12/1

FOR: Mayor R Williams, Cr D Schumacher, Cr D Wilkins, Cr A Kearns, Cr B Pond, Cr J Smith, Cr J Cumberworth, Cr S Wright, Cr C Knight, Cr A Zilani, Cr P Rogers, Cr P Jackson
AGAINST: Cr Ryan Burns

CONFIRMED

Councillor C Knight vacated the Chambers at 6.31pm due to her financial interest in the next item.

G.5/11/23 MANDURAH DOLPHIN RESEARCH PARTNERSHIP (REPORT 6)

Summary

In October 2015, Council resolved to support Murdoch University in the establishment of a Chair in Sustainable Dolphin Tourism in Mandurah. An initial payment of $30,000 was provided to Murdoch University in 2015/16 to support the establishment of this research. Council also resolved to contribute an additional $30,000 per year for four years to the project, provided Murdoch University was able to attract further funding.

In December 2016, Council resolved to support a four-year strategic partnership with Murdoch University through a contribution of $30,000 per year. This strategic partnership, called the Peel Harvey Dolphin Research Project (now referred to as the Mandurah Dolphin Research Partnership), aimed to assess the long-term viability of the Mandurah dolphin population to assist government, industry, and community groups in the planning of their activities in the marine environment to minimise detrimental impacts on the local dolphin population.

Council is now asked to consider supporting a second iteration of the Mandurah Dolphin Research Partnership, led by Murdoch University, it aims to:

1. evaluate the dolphins contribution to ecosystem benefits and services as required by the Ramsar convention;
2. monitor the dolphin community for any changes that may impact the described ecological character of the wetland; and
3. develop a collaborative response strategy to local dolphin incidents.

To support the Mandurah Dolphin Research Partnership, Council is requested to approve a contribution of $45,000 over three years ($20,000 in the first year and $12,500 each year in the second and third years). In addition to the City's proposed contribution, Peel Development Commission has agreed to provide $10,000 each year for three years ($30,000 in total), Peel-Harvey Catchment Council has agreed to provide $10,000 (subject to City of Mandurah funding being approved) and Visit Mandurah has agreed to provide $3,500 each year for three years ($10,500 in total). Murdoch University will also provide an estimated $143,000 of in-kind support to the project, over three years, which includes the waiving of university overheads. The Department of Biodiversity, Conservation and Attractions has agreed to be a formal partner on the project but has not committed to providing a financial contribution. Upon releasing of the agenda, City officers are still waiting for a response from local State Government Members and the Department of Biodiversity, Conservation and Attractions in relation to the request to fully fund the Murdoch University project for the next three years.

Officer Recommendation

That Council:

1. Approve funding in an amount of $45,000 over three years ($20,000 in the first year and $12,500 each year in the second and third years) to the Mandurah Dolphin Research Project. The first year of this funding will be taken from the existing Environmental Education budget, and the second and third years have been put forward for consideration through the Long Term Financial Plan.

CONFIRMED

2. Authorise the CEO to enter into a Funding Agreement with Murdoch University.

3. Authorise the CEO to advocate to the relevant State Government departments to support the findings and intended outcomes of the research proposal.

Council Resolution

MOTION
Moved: Councillor B Pond
Seconded: Councillor J Smith

That Council:

1. Approve funding in an amount of $45,000 over three years ($20,000 in the first year and $12,500 each year in the second and third years) to the Mandurah Dolphin Research Project. The first year of this funding will be taken from the existing Environmental Education budget, and the second and third years have been put forward for consideration through the Long Term Financial Plan.

2. Authorise the CEO to enter into a Funding Agreement with Murdoch University.

3. Authorise the CEO to advocate to the relevant State Government departments to support the findings and intended outcomes of the research proposal.

Amendment

G.6/11/23 MOTION
Moved: Councillor D Schumacher
Seconded: Councillor P Rogers

3. Authorise the CEO to advocate to the relevant State Government departments and appropriate members of parliament to support future funding for research and findings and intended outcomes of the research proposal.

4. Request an annual presentation by Murdoch University in relation to the research and findings.

CARRIED: 12/0

FOR: Cr D Schumacher, Cr P Rogers, Cr D Wilkins, Cr A Kearns, Mayor R Williams, Cr B Pond, Cr J Smith, Cr J Cumberworth, Cr S Wright, Cr A Zilani, Cr R Burns, Cr P Jackson
AGAINST: Nil

Substantive Motion

That Council:

1. Approve funding in an amount of $45,000 over three years ($20,000 in the first year and $12,500 each year in the second and third years) to the Mandurah Dolphin Research Project. The first year of this funding will be taken from the existing Environmental Education budget, and the second and third years have been put forward for consideration through the Long Term Financial Plan.

CONFIRMED

2. **Authorise the CEO to enter into a Funding Agreement with Murdoch University.**

3. **Authorise the CEO to advocate to the relevant State Government departments and appropriate members of Parliament to support future funding for research and findings and intended outcomes of the research proposal.**

4. **Request an annual presentation by Murdoch University in relation to the research and findings.**

CARRIED WITH ABSOLUTE MAJORITY: 11/1

FOR: Cr B Pond, Cr J Smith, Cr D Schumacher, Cr P Rogers, Cr D Wilkins, Cr A Kearns, Mayor R Williams, Cr J Cumberworth, Cr S Wright, Cr A Zilani, Cr P Jackson
AGAINST: Councillor R Burns

Comment: Resolution point three was amended to include advocacy to appropriate members of Parliament to support future funding for the program and resolution point four was included requiring an annual presentation by Murdoch University.

Councillor C Knight returned to the Chambers at 6.57pm

G.7/11/23 CHANGE OF AGENDA ORDER

MOTION
Moved: Mayor R Williams
Seconded: Councillor D Schumacher

That Council consider Report 2 Site investigation for Potential Central Men's Shed as the next item due to public interest.

CARRIED: 13/0

FOR: Mayor R Williams, Cr D Schumacher, Cr D Wilkins, Cr A Kearns, Cr B Pond, Cr J Smith, Cr J Cumberworth, Cr S Wright, Cr C Knight, Cr A Zilani, Cr P Rogers, Cr R Burns, Cr P Jackson
AGAINST: Nil

G.8/11/23 SITE INVESTIGATION FOR POTENTIAL CENTRAL MEN'S SHED (REPORT 2)

Summary

In 2021, the City commissioned a consultant to explore the strengths and challenges of local Men's Sheds. The report included extensive engagement with representatives of Falcon, Mandurah and Peel Men's Sheds. The findings of this investigation evidenced that all three Men's Sheds faced challenges with their current facilities and there was a need identified to cater for increased membership as a priority. The City has progressed with a variety of commitments for Falcon Menshed, and the focus on this report is to progress a central men's shed site.

CONFIRMED

Council received the report titled “City of Mandurah Men’s Shed – Strategic Direction” and resolved to commit to a series of actions to support Men’s Sheds into the future, including the investigation of land in Central Mandurah that could accommodate a new fit-for-purpose Men’s Shed facility with long-term security of tenure.

An extensive investigation and analysis of potential sites and solutions was undertaken in an endeavour to support the growth of Men’s Sheds with a new central site. The purpose of this report is to seek approval for City officers to progress with more detailed analysis of two land options that have shown potential suitability for a Central Menshed, being Boundary Road and Reserve Drive (Milgar Park). This next phase is intended to produce sufficient information to make a decision on which site is more viable, as well as serve as documentation to support advocacy efforts to funding partners.

Officer Recommendation

That Council:

1. Approve City officers to proceed with concept design and Quantity Surveyor Estimates for Reserve 46202, Boundary Road, Mandurah in consultation with representatives from Mandurah Men’s Shed and Peel Men’s Shed.

2. Approve City officers to proceed with concept design and Quantity Surveyor Estimates for Reserve 34267, Reserve Drive, Mandurah in consultation with representatives from Mandurah Men’s Shed and Peel Men’s Shed.

3. Requests officers to bring a report to Council with outcomes of the concept design and costings for both options, and proposed way forward.

Council Resolution

MOTION
Moved: Councillor D Schumacher
Seconded: Councillor P Rogers

That Council:

1. Approve City officers to proceed with concept design and Quantity Surveyor Estimates for Reserve 46202, Boundary Road, Mandurah in consultation with representatives from Mandurah Men’s Shed and Peel Men’s Shed.

2. Approve City officers to proceed with concept design and Quantity Surveyor Estimates for Reserve 34267, Reserve Drive, Mandurah in consultation with representatives from Mandurah Men’s Shed and Peel Men’s Shed.

3. Requests officers to bring a report to Council with outcomes of the concept design and costings for both options, and proposed way forward.

Amendment

G.9/11/23 MOTION
Moved: Councillor J Cumberworth
Seconded: Councillor R Burns

CONFIRMED

4. Request officers to explore the suitability of 10 Lively Place, Mandurah (Lot 201) as an alternative option for a Central Men's Shed, and that the outcome of this investigation be presented to Elected Members for review in early 2024.

LOST: 2/11

FOR: Cr J Cumberworth, Cr P Rogers
AGAINST: Mayor R Williams, Cr D Schumacher, Cr D Wilkins, Cr A Kearns, Cr B Pond, Cr J Smith, Cr S Wright, Cr C Knight, Cr A Zilani, Cr R Burns, Cr P Jackson

Council Resolution

That Council:

1. **Approve City officers to proceed with concept design and Quantity Surveyor Estimates for Reserve 46202, Boundary Road, Mandurah in consultation with representatives from Mandurah Men's Shed and Peel Men's Shed.**

2. **Approve City officers to proceed with concept design and Quantity Surveyor Estimates for Reserve 34267, Reserve Drive, Mandurah in consultation with representatives from Mandurah Men's Shed and Peel Men's Shed.**

3. **Requests officers to bring a report to Council with outcomes of the concept design and costings for both options, and proposed way forward.**

CARRIED: 12/1

FOR: Cr P Rogers, Cr D Schumacher, Mayor R Williams, Cr D Wilkins, Cr A Kearns, Cr B Pond, Cr J Smith, Cr S Wright, Cr C Knight, Cr A Zilani, Cr R Burns, Cr P Jackson
AGAINST: Cr J Cumberworth

G.10/11/23 CHANGE OF AGENDA ORDER

MOTION
Moved: Mayor R Williams
Seconded: Councillor P Jackson

That Council consider Item 21 Late and Urgent Business Items as the next item due to public interest.

CARRIED: 13/0

FOR: Mayor R Williams, Cr P Jackson, Cr D Wilkins, Cr A Kearns, Cr B Pond, Cr J Smith, Cr J Cumberworth, Cr S Wright, Cr C Knight, Cr A Zilani, Cr P Rogers, Cr R Burns, Cr P Rogers
AGAINST: Nil

21. LATE AND URGENT BUSINESS ITEMS

G.11/11/23 ACCEPTANCE OF LATE AND URGENT ITEMS OF BUSINESS

CONFIRMED

MOTION
Moved: Mayor R Williams
Seconded: Councillor B Pond

That Council accepts the items of urgent business.

CARRIED: 13/0

FOR: Mayor R Williams, Cr B Pond, Cr P Jackson, Cr D Wilkins, Cr A Kearns, Cr J Smith, Cr J Cumberworth, Cr S Wright, Cr C Knight, Cr A Zilani, Cr P Rogers, Cr R Burns, Cr B Pond
AGAINST: Nil

Mayor Williams advised that the following urgent items of general business had been received:

- Proposed Amendment No. 5 to Local Planning Scheme 12
- Confidential Report: Community Citizen of the Year Awards 2024 - this item will be considered within Item 22: Confidential Items

G.12/11/23 PROPOSED AMENDMENT NO. 5 TO LOCAL PLANNING SCHEME 12 (PCC.3/11/23)

Summary

Council is requested to adopt a proposed amendment to the City of Mandurah Local Planning Scheme 12 (Scheme 12). The purpose of the amendment is to correct an administrative error that occurred in 2005, where a condition of subdivision was cleared prior to the execution of a Deed of Agreement which ensured the parking constructed on Lot 1302 Port Quays remained at the benefit of the commercial tenancies on the adjacent Mix Use development on Lot 1301 Port Quays.

The amendment seeks to amend Scheme 12 so that Lot 1302 is included in the Specific Site Requirements Table 1 in Schedule 1 of Scheme 12 with the development conditions requiring the provision of a minimum of 24 parking bays to the benefit of Lot 1301 (20 for the existing commercial tenancies and 4 for the apartments approved on Strata Lot 5 of Lot 1301).

This report will demonstrate and discuss that the subject property was always intended to serve as a parking facility for Lot 1301. It is noted the proposed amendment would still allow for development to occur on Lot 1302.

It is recommended Council adopt the proposed amendment and progress to consultation.

Officer Recommendation

That the Planning and Community Consultation Committee recommend to Council:

1. In accordance with Section 75 of the *Planning and Development Act 2005*, resolves to adopt Amendment No. 5 of the City of Mandurah Local Planning Scheme No 12 as follows:

"*PLANNING AND DEVELOPMENT ACT 2005*

CONFIRMED

RESOLUTION DECIDING TO AMEND A TOWN PLANNING SCHEME

CITY OF MANDURAH LOCAL PLANNING SCHEME NO 12

AMENDMENT NO 5

Resolved that the Council, in pursuance of Section 75 of the Planning and Development Act 2005, amends Local Planning Scheme No 12 by:

(a) Modifying the Specific Site Requirements Table in Local Planning Scheme Schedule 1 to add the following:

No	Description of Land	Requirement
8.	Lot 1302 Port Quays Wannanup	A minimum of 20 parking bays to be provided for the use of the commercial tenancies at Lot 1301 Port Quays and a minimum of 4 parking bays for the use of Strata Lot 5 of Lot 1301 Port Quays. A deed of agreement shall be entered into as a condition of any development.

(b) Amending the Scheme Maps accordingly.

Dated this 28th Day of November 2023
Chief Executive Officer "

2. In accordance with Regulation 35(2) of the *Planning and Development (Local Planning* Schemes*) Regulations 2015*, determines that Amendment No. 2 of the City of Mandurah Local Planning Scheme No. 12 is a standard amendment for the following reasons:

   (a) the amendment relates to a zone that is consistent with the objectives identified in the scheme for that zone;
   (b) the amendment is consistent with a local planning strategy for the scheme that has been endorsed by the Commission;
   (c) an amendment to the scheme so that it is consistent with the region planning scheme that applies to the scheme area;
   (d) the amendment that would have minimal impact on land in the scheme area that is not the subject of the amendment;
   (e) the amendment that does not result in any significant environmental, social, economic or governance impacts on land in the scheme area; and
   (f) is not an amendment that is a complex or basic amendment.;

3. Authorises the Chief Executive Officer (through the Coordinator Planning and Lands) to prepare the necessary Scheme Amendment documentation for Amendment No 5 to the City of Mandurah Local Planning Scheme No 12.

Committee Recommendation

That the Planning and Community Consultation Committee recommend to Council:

1. In accordance with Section 75 of the *Planning and Development Act 2005*, resolves to adopt Amendment No. 5 of the City of Mandurah Local Planning Scheme No 12 as follows:

CONFIRMED

"*PLANNING AND DEVELOPMENT ACT 2005*

RESOLUTION DECIDING TO AMEND A TOWN PLANNING SCHEME

CITY OF MANDURAH LOCAL PLANNING SCHEME NO 12

AMENDMENT NO 5

Resolved that the Council, in pursuance of Section 75 of the Planning and Development Act 2005, amends Local Planning Scheme No 12 by:

(a) Modifying the Specific Site Requirements Table in Local Planning Scheme Schedule 1 to add the following:

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8.	Lot 1302 Port Quays Wannanup	A minimum of 20 parking bays to be provided for the use of the commercial tenancies at Lot 1301 Port Quays and a minimum of 4 parking bays for the use of Strata Lot 5 of Lot 1301 Port Quays. A deed of agreement shall be entered into as a condition of any development.

(b) Amending the Scheme Maps accordingly.

Dated this 28th Day of November 2023
Chief Executive Officer "

2. In accordance with Regulation 35(2) of the *Planning and Development (Local Planning* Schemes*) Regulations 2015*, determines that Amendment No. 2 of the City of Mandurah Local Planning Scheme No. 12 is a standard amendment for the following reasons:

(a) the amendment relates to a zone that is consistent with the objectives identified in the scheme for that zone;
(b) the amendment is consistent with a local planning strategy for the scheme that has been endorsed by the Commission;
(c) an amendment to the scheme so that it is consistent with the region planning scheme that applies to the scheme area;
(d) the amendment that would have minimal impact on land in the scheme area that is not the subject of the amendment;
(e) the amendment that does not result in any significant environmental, social, economic or governance impacts on land in the scheme area; and
(f) is not an amendment that is a complex or basic amendment.;

3. Authorises the Chief Executive Officer (through the Coordinator Planning and Lands) to prepare the necessary Scheme Amendment documentation for Amendment No 5 to the City of Mandurah Local Planning Scheme No 12.

Council Resolution

MOTION
Moved: Councillor C Knight
Seconded: Councillor A Kearns

CONFIRMED

That Council:

1. **In accordance with Section 75 of the *Planning and Development Act 2005*, resolves to adopt Amendment No. 5 of the City of Mandurah Local Planning Scheme No 12 as follows:**

"PLANNING AND DEVELOPMENT ACT 2005

RESOLUTION DECIDING TO AMEND A TOWN PLANNING SCHEME

CITY OF MANDURAH LOCAL PLANNING SCHEME NO 12

AMENDMENT NO 5

Resolved that the Council, in pursuance of Section 75 of the Planning and Development Act 2005, amends Local Planning Scheme No 12 by:

(a) Modifying the Specific Site Requirements Table in Local Planning Scheme Schedule 1 to add the following:

No	Description of Land	Requirement
8.	Lot 1302 Port Quays Wannanup	A minimum of 20 parking bays to be provided for the use of the commercial tenancies at Lot 1301 Port Quays and a minimum of 4 parking bays for the use of Strata Lot 5 of Lot 1301 Port Quays. A deed of agreement shall be entered into as a condition of any development.

(b) Amending the Scheme Maps accordingly.

Dated this 28th Day of November 2023
Chief Executive Officer "

2. **In accordance with Regulation 35(2) of the *Planning and Development (Local Planning* Schemes*) Regulations 2015*, determines that Amendment No. 2 of the City of Mandurah Local Planning Scheme No. 12 is a standard amendment for the following reasons:**

(a) the amendment relates to a zone that is consistent with the objectives identified in the scheme for that zone;
(b) the amendment is consistent with a local planning strategy for the scheme that has been endorsed by the Commission;
(c) an amendment to the scheme so that it is consistent with the region planning scheme that applies to the scheme area;
(d) the amendment that would have minimal impact on land in the scheme area that is not the subject of the amendment;
(e) the amendment that does not result in any significant environmental, social, economic or governance impacts on land in the scheme area; and
(f) is not an amendment that is a complex or basic amendment.;

CONFIRMED

3. Authorises the Chief Executive Officer (through the Coordinator Planning and Lands) to prepare the necessary Scheme Amendment documentation for Amendment No 5 to the City of Mandurah Local Planning Scheme No 12.

CARRIED: 13/0

FOR: Cr C Knight, Mayor R Williams, Cr B Pond, Cr P Jackson, Cr D Wilkins, Cr A Kearns, Cr J Smith, Cr J Cumberworth, Cr S Wright, Cr A Zilani, Cr P Rogers, Cr R Burns, Cr B Pond

AGAINST: Nil

G.13/11/23 FINANCIAL REPORT OCTOBER 2023 (REPORT 1)

Summary

The Financial Report for October 2023 together with associated commentaries, notes on investments, balance sheet information and the schedule of accounts are presented for Elected Members' consideration.

Officer Recommendation

That Council:

1 Receives the Financial Report for October 2023 as detailed in Attachment 1.1 of the report.

2 Receives the Schedule of Accounts for the following amounts as detailed in Attachment 1.2 of the report:

Total Municipal Fund	$ 11,161,954.23
Total Trust Fund	$ 0.00
	$ 11,161,954.23

3 Acknowledges that each year the annual budget for the Mandurah Murray Charity Motorcycle event is only allocated to the actual traffic management plan costs incurred up to $10,000.

4 Approves the following budget variations for 2023/24 annual budget:

4.1 Increase in capital expenditure of $8,000* for 22-23 Light-Emitting Diode ("LED") Building Plan Building Plan
- To be funded from Mandurah Performing Arts Centre – External Steelwork capital budget $8,000*

4.2 Increase in capital expenditure of $47,750* for 23-24 Westview Parade Foreshore Boardwalk Renewal
- To be funded from 23-24 Henson St Beach Access capital budget $47,750*

4.3 Unbudgeted capital expenditure of $13,125* for 23-24 Washer/Dryer Stackers at Pens
- To be funded from Miscellaneous – Marina operating budget $13,125*

4.4 Increase in capital expenditure of $52,550* for 22-23 Mandurah Performing Arts Centre Internal Refurb
- To be funded from 23-24 Mandurah Performing Arts Centre Minor Renewal & Upgrade Works capital budget $52,550*

CONFIRMED

4.5 Unbudgeted capital expenditure of $51,848* for 23-24 Contemporary Arts Studio Mandurah Lighting
- To be funded new capital grant revenue from Art on the Move $46,848*
- To be funded from Contemporary Arts Studio Mandurah – Cultural Development operating budget $5,000*

4.6 Unbudgeted capital expenditure of $14,180* for 23-24 Air-Conditioners Council Civic Building
- To be funded from Civic Centre – Facility Maintenance operating budget $14,180*

Council Resolution

MOTION
Moved: Councillor P Rogers
Seconded: Councillor B Pond

That Council:

1 Receives the Financial Report for October 2023 as detailed in Attachment 1.1 of the report.

2 Receives the Schedule of Accounts for the following amounts as detailed in Attachment 1.2 of the report:

Total Municipal Fund	**$**	**11,161,954.23**
Total Trust Fund	**$**	**0.00**
	$	**11,161,954.23**

3 Acknowledges that each year the annual budget for the Mandurah Murray Charity Motorcycle event is only allocated to the actual traffic management plan costs incurred up to $10,000.

4 Approves the following budget variations for 2023/24 annual budget:

4.1 Increase in capital expenditure of $8,000* for 22-23 Light-Emitting Diode ("LED") Building Plan Building Plan
- **To be funded from Mandurah Performing Arts Centre – External Steelwork capital budget $8,000***

4.2 Increase in capital expenditure of $47,750* for 23-24 Westview Parade Foreshore Boardwalk Renewal
- **To be funded from 23-24 Henson St Beach Access capital budget $47,750***

4.3 Unbudgeted capital expenditure of $13,125* for 23-24 Washer/Dryer Stackers at Pens
- **To be funded from Miscellaneous – Marina operating budget $13,125***

4.4 Increase in capital expenditure of $52,550* for 22-23 Mandurah Performing Arts Centre Internal Refurb
- **To be funded from 23-24 Mandurah Performing Arts Centre Minor Renewal & Upgrade Works capital budget $52,550***

4.5 Unbudgeted capital expenditure of $51,848* for 23-24 Contemporary Arts Studio Mandurah Lighting
- **To be funded new capital grant revenue from Art on the Move $46,848***
- **To be funded from Contemporary Arts Studio Mandurah – Cultural Development operating budget $5,000***

CONFIRMED

4.6 Unbudgeted capital expenditure of $14,180* for 23-24 Air-Conditioners Council Civic Building

- **To be funded from Civic Centre – Facility Maintenance operating budget $14,180***

CARRIED WITH ABSOLUTE MAJORITY: 13/0

FOR: Cr P Rogers, Cr B Pond, Mayor R Williams, Cr D Schumacher, Cr D Wilkins, Cr A Kearns, Cr J Smith, Cr J Cumberworth, Cr S Wright, Cr C Knight, Cr A Zilani, Cr R Burns, Cr P Jackson

AGAINST: Nil

Mayor R Williams vacated the Chamber at 7:36pm.

Deputy Mayor C Knight took the Chair.

G.14/11/23 FUNDING REQUEST FOR PEEL BRIGHT MINDS TRAIL BLAZERS PROGRAM (REPORT 3)

Summary

Regional Development Australia Peel Inc. (RDA) is requesting $15,000 from the City of Mandurah to support delivery of the Peel Bright Minds Trail Blazers Program during 2023/24. This program encourages lifelong learning in Science, Technology, Engineering and Mathematics (STEM) to prepare the community, especially young people, with the necessary skills to thrive in the future of work.

Council previously supported Peel Bright Minds with an Agreement for $30,000 per year for three years, with the third and final payment in 2021/22. In October 2022/23, Peel Bright Minds contacted the City seeking funding for another 12 months for the Trailblazer Program, however, ultimately withdrew this request due to securing funds from another source.

It is recommended to support the request for $15,000 for the Trail Blazers Program and advise RDA that any future requests for funding Peel Bright Minds be considered within parameters of City Policy.

Officer Recommendation

That Council:

1. Supports funding of $15,000 to the Peel Bright Minds Trail Blazers Program as a one-off contribution, subject to Peel Bright Minds evidencing their commitment to Child Safeguarding and commitment to the National Principles for Child Safe Organisations to the satisfaction of the Chief Executive Officer.

2. Notes that the funds of $15,000 in one (1) above will be secured from the unspent funds in the Community Partnership Fund – General Operations (materials) account in the 2023/24 operating budget.

3. Requests provision of an acquittal by Peel Bright Minds by 31 July 2024 that demonstrates how the $15,000 was expended and the outcomes generated.

CONFIRMED

4. Advises Regional Development Australia Peel and Peel Bright Minds that any future funding requests will be assessed in accordance Council Policy and community grant programs.

Council Resolution

MOTION
Moved: Councillor A Kearns
Seconded: Councillor D Wilkins

That Council:

1. **Supports funding of $15,000 to the Peel Bright Minds Trail Blazers Program as a one-off contribution, subject to Peel Bright Minds evidencing their commitment to Child Safeguarding and commitment to the National Principles for Child Safe Organisations to the satisfaction of the Chief Executive Officer.**

2. **Notes that the funds of $15,000 in one (1) above will be secured from the unspent funds in the Community Partnership Fund – General Operations (materials) account in the 2023/24 operating budget.**

3. **Requests provision of an acquittal by Peel Bright Minds by 31 July 2024 that demonstrates how the $15,000 was expended and the outcomes generated.**

4. **Advises Regional Development Australia Peel and Peel Bright Minds that any future funding requests will be assessed in accordance Council Policy and community grant programs.**

CARRIED WITH ABSOLUTE MAJORITY: 10/2

FOR: Cr P Rogers, Cr B Pond, Cr D Schumacher, Cr D Wilkins, Cr A Kearns, Cr J Smith, Cr J Cumberworth, Cr S Wright, Cr C Knight, Cr P Jackson
AGAINST: Cr R Burns, Cr A Zilani

Mayor R Williams returned to the Chamber at 7.46pm.

Councillor S Wright vacated the Chamber at 7.46pm and returned at 7.48pm

G.15/11/23 CITY CENTRE PARKING PLAN – ADOPT FOR ADVERTISING (REPORT 4)

Summary

Council is requested to adopt for advertising purposes, the draft City Centre Parking Plan (CCPP). The City Centre Parking Plan has been prepared to inform decision-making on the management of existing car parking and the timing, prioritisation, and delivery of parking related infrastructure over the next ten years.

The City Centre Parking Plan aims to enable parking management improvements to be made in the short to medium term, whilst also projecting and planning for the longer-term.

CONFIRMED

Extensive stakeholder engagement was undertaken, in conjunction with the City Centre Master Plan, between March and October 2022. The outcomes of which have helped inform the development of both plans.

The overall estimated total cost of implementation of the Parking Plan is $2.5m. Funding arrangements are incorporated within existing budget for 2024/25 or through allocation in the Long Term Financial Plan, for either new capital or within the renewals and upgrades program. This total figure is exclusive of funds allocated towards future land acquisition purchases and pre-existing projects that will have an impact on parking provision, such as the Waterfront Redevelopment projects, the Western Foreshore commercial site project and Sutton Farm redevelopment.

It is recommended that Council endorse the draft City Centre Parking Plan for public advertising, to allow the opportunity for comments to be provided by stakeholders and the broader community.

Officer Recommendation

That Council adopts the draft City Centre Parking Plan 2023-2033 (as detailed in Attachment 4.1) dated November 2023, for the purposes of community consultation.

Council Resolution

MOTION
Moved: Councillor D Schumacher
Seconded: Councillor P Rogers

That Council adopts the draft City Centre Parking Plan 2023-2033 (as detailed in Attachment 4.1) dated November 2023, for the purposes of community consultation.

CARRIED: 13/0

FOR: Cr D Schumacher, Cr P Rogers, Mayor R Williams, Cr C Knight, Cr B Pond, Cr D Wilkins, Cr A Kearns, Cr J Smith, Cr J Cumberworth, Cr S Wright, Cr P Jackson, Cr R Burns, Cr A Zilani

AGAINST: Nil

CONFIRMED

G.16/11/23 CITY CENTRE MASTER PLAN – ADOPT FOR ADVERTISING (REPORT 5)

Summary

Council is requested to adopt for advertising purposes, the draft City Centre Master Plan (CCMP). The City Centre Master Plan has been prepared to reaffirm the importance of the City Centre in the wider context of the City of Mandurah, guide and attract private sector investment in Mandurah, to assist in the advocacy for Federal and State Government funding and to guide the investment of public funds.

The City Centre Master Plan sets the high-level direction and design outcomes for the City Centre featuring a combination of private development and targeted public investment projects.

Extensive stakeholder engagement was undertaken, in conjunction with the City Centre Parking Plan, between March 2022 and February 2023. The outcomes of which have helped inform the development of both plans.

It is recommended that Council endorse the draft City Centre Master Plan for public advertising, to allow the opportunity for comments to be provided by stakeholders and the broader community.

Officer Recommendation

That Council:

1. Adopts the draft City Centre Master Plan (as detailed in Attachment 5.1) dated November 2023, for the purposes of community consultation.

2. Notes the Engagement Report 2023 (Attachment 5.2), the Wayfinding Strategy 2023 (Attachment 5.3) and the Place Design Guidelines 2023 (Attachment 5.4) as input documents that have assisted in the preparation of the City Centre Master Plan.

Council Resolution

MOTION
Moved: Mayor R Williams
Seconded: Councillor C Knight

That Council:

1. **Adopts the draft City Centre Master Plan (as detailed in Attachment 5.1) dated November 2023, for the purposes of community consultation.**

2. **Notes the Engagement Report 2023 (Attachment 5.2), the Wayfinding Strategy 2023 (Attachment 5.3) and the Place Design Guidelines 2023 (Attachment 5.4) as input documents that have assisted in the preparation of the City Centre Master Plan.**

CARRIED: 13/0

FOR: Mayor R Williams, Cr C Knight, Cr D Schumacher, Cr P Rogers, Cr B Pond, Cr D Wilkins, Cr A Kearns, Cr J Smith, Cr J Cumberworth, Cr S Wright, Cr P Jackson, Cr R Burns, Cr A Zilani

AGAINST: Nil

CONFIRMED

G.17/11/23 REQUEST FOR QUOTE RFQ18-2023 – SUPPLY AND LAYING OF ASPHALT (REPORT 7)

Summary

The City of Mandurah invited entities to respond to request for quote RFQ18-2023 - Supply and Laying of Asphalt and as a result of the evaluation of quotes received, Council is now requested to accept or decline to accept, or decline to accept the quote.

Officer Recommendation

That Council:

1. Conditionally accepts Fulton Hogan Industries Pty Ltd as the preferred Respondent for RFQ18-2023 – Supply and Laying of Asphalt for a period of two (2) years with one (1) option to extend for a further two (2) years for the conforming Schedule of Rates offered exclusive of GST as the most advantageous, subject to negotiation of contract departures.

2. Approve the Chief Executive Officer to undertake negotiations in accordance with the Delegation DA-CPM 04 Rejecting and Accepting Expressions of Interest and Tenders; Variation Before Contract prior to issuing the contract.

Council Resolution

MOTION
Moved: Councillor D Schumacher
Seconded: Councillor D Wilkins

That Council:

1. **Conditionally accepts Fulton Hogan Industries Pty Ltd as the preferred Respondent for RFQ18-2023 – Supply and Laying of Asphalt for a period of two (2) years with one (1) option to extend for a further two (2) years for the conforming Schedule of Rates offered exclusive of GST as the most advantageous, subject to negotiation of contract departures.**

2. **Approve the Chief Executive Officer to undertake negotiations in accordance with the Delegation DA-CPM 04 Rejecting and Accepting Expressions of Interest and Tenders; Variation Before Contract prior to issuing the contract.**

CARRIED: 13/0

FOR: Cr D Schumacher, Cr D Wilkins, Mayor R Williams, Cr C Knight, Cr P Rogers, Cr B Pond, Cr A Kearns, Cr J Smith, Cr J Cumberworth, Cr S Wright, Cr P Jackson, Cr R Burns, Cr A Zilani
AGAINST: Nil

CONFIRMED

G.18/11/23 APPOINTMENT TO ADVISORY GROUPS AND EXTERNAL AGENCIES (REPORT 8)

Summary

Appointments to advisory groups established by Council, external agencies and external agencies where Council has representation, expired on the Local Government Election, 21 October 2023.

Council is now requested to:
- Appoint Elected Members to advisory groups established by Council, working groups and external agencies for a term of two years, expiring 17 October 2025; and
- Endorse the Access and Inclusion Advisory Group, Mandurah Environmental Advisory Group and Youth Advisory Group Terms of Reference as per Attachment 8.1 (Tracked Changes) and Attachment 8.2 (Updated Clean Version).

Officer Recommendation

That Council:

1. Approve Elected Member appointments to the following Advisory Groups for a term of two years expiring on 17 October 2025:

   1.1 Access and Inclusion Advisory Group
   1. _____
   Deputy: _____

   1.2 Mandurah Environmental Advisory Group
   1. _____
   Deputy _____

2. Approve the following Advisory Groups Terms of Reference:

   2.1 Access and Inclusion Advisory Group Terms of Reference as per Attachment 8.2.

   2.2 Mandurah Environmental Advisory Group Terms of Reference as per Attachment 8.2.

   2.3 Youth Advisory Group Terms of Reference as per Attachment 8.2.

3. Approve Elected Member appointments to the following external agencies and organisations for a term expiring on 17 October 2025:

   3.1 South West Regional Road Group
   _____

   3.2 Peel Mosquito Management Group
   1. _____
   Deputy _____

   3.3 Peron Naturaliste Partnership
   1. _____
   Deputy _____

   3.4 Mandurah Performing Arts Board
   _____

Council Resolution

MOTION
Moved: Councillor D Schumacher

CONFIRMED

Seconded: Councillor P Jackson

That Council:

1. Approve Elected Member appointments to the following Advisory Groups for a term of two years expiring on 17 October 2025:

1.1 Access and Inclusion Advisory Group
1. Councillor A Kearns
Deputy: Councillor J Smith

1.2 Mandurah Environmental Advisory Group
1. Councillor C Knight
Deputy Councillor D Wilkins

2. Approve the following Advisory Groups Terms of Reference:

2.1 Access and Inclusion Advisory Group Terms of Reference as per Attachment 8.2.

2.2 Mandurah Environmental Advisory Group Terms of Reference as per Attachment 8.2.

2.3 Youth Advisory Group Terms of Reference as per Attachment 8.2.

3. Approve Elected Member appointments to the following external agencies and organisations for a term expiring on 17 October 2025:

3.1 South West Regional Road Group
Mayor R Williams

3.2 Peel Mosquito Management Group
1. Councillor B Pond
Deputy Councillor R Burns

3.3 Peron Naturaliste Partnership
1. Councillor C Knight
Deputy Councillor J Cumberworth

3.4 Mandurah Performing Arts Board
Councillor D Wilkins

CARRIED: 13/0

FOR: Cr D Schumacher, Cr P Jackson, Cr D Wilkins, Mayor R Williams, Cr C Knight, Cr P Rogers, Cr B Pond, Cr A Kearns, Cr J Smith, Cr J Cumberworth, Cr S Wright, Cr R Burns, Cr A Zilani

AGAINST: Nil

Officer Note:
Voting took place for the following positions and results are as follows:

CONFIRMED

Mandurah Environmental Advisory Group	
Councillor	**Total Number of Votes**
Councillor C Knight	9
Councillor A Zilani	4

Mandurah Performing Arts Board	
Councillor	**Total Number of Votes**
Councillor D Wilkins	7
Councillor A Zilani	2
Councillor A Kearns	4

19. MOTIONS OF WHICH NOTICE HAS BEEN GIVEN

Nil.

20. NOTICE OF MOTIONS FOR CONSIDERATION AT THE FOLLOWING MEETING

Nil.

22. CONFIDENTIAL ITEMS

G.19/11/23 CLOSE DOORS

MOTION
Moved: Councillor D Wilkins
Seconded: Councillor B Pond

That the meeting proceeds with closed doors at 8.10pm in accordance with Section 5.23(2)(b) of the *Local Government Act 1995*, to allow for the confidential discussion of an item.

CARRIED: 13/0

FOR: Cr D Wilkins, Cr B Pond, Cr D Schumacher, Cr P Rogers, Mayor R Williams, Cr C Knight, Cr A Kearns, Cr J Smith, Cr J Cumberworth, Cr S Wright, Cr P Jackson, Cr R Burns, Cr A Zilani

AGAINST: Nil

Members of the media, non-senior employees and persons in the gallery left the meeting at this point. The Minute Officer and Acting Executive Governance Services remained with Senior Officers.

THE MEETING PROCEEDED WITH CLOSED DOORS AT 8.10PM

Councillor A Zilani vacated the Chambers at 8.10pm and did not return to the meeting.

CONFIRMED

G.20/11/23 CONFIDENTIAL ITEM: COMMUNITY CITIZEN OF THE YEAR AWARDS 2024

Confidential discussion ensued regarding this issue.

MOTION
Moved: Councillor C Knight
Seconded: Councillor J Smith

That Council:

1. **Endorses the 2024 Australia Day Community Citizen of the Year award winners, as per Confidential Attachment 1.2.**

2. **Notes that all those nominated for awards for their contribution to the community, will be recognised at the Australia Day ceremony on 26 January 2024 and that details of the winners remains confidential until this date.**

3. **Requests Officers to provide Selection Panel feedback to Auspire regarding the varying level of content and detail received in nominations, with suggestions of additional guidance for nominators and an earlier deadline for nominations.**

CARRIED: 12/0

FOR: Cr D Wilkins, Cr B Pond, Cr D Schumacher, Cr P Rogers, Mayor R Williams, Cr C Knight, Cr A Kearns, Cr J Smith, Cr J Cumberworth, Cr S Wright, Cr P Jackson, Cr R Burns,
AGAINST: Nil

G.21/11/23 OPEN DOORS

MOTION
Moved: Councillor B Pond
Seconded: Councillor P Rogers

That the meeting proceeds with open doors.

CARRIED: 12/0

FOR: Cr B Pond, Cr P Rogers, Cr D Wilkins, Cr D Schumacher, Mayor R Williams, Cr C Knight, Cr A Kearns, Cr J Smith, Cr J Cumberworth, Cr S Wright, Cr P Jackson, Cr R Burns
AGAINST: Nil

THE MEETING PROCEEDED WITH OPEN DOORS AT 8.13PM

G.22/11/23 ENDORSE RESOLUTIONS

MOTION
Moved: Councillor R Burns
Seconded: Councillor P Jackson

CONFIRMED

That Council endorses the resolutions taken with closed doors.

CARRIED: 12/0

FOR: Cr R Burns, Cr P Jackson, Cr B Pond, Cr P Rogers, Cr D Wilkins, Cr D Schumacher, Mayor R Williams, Cr C Knight, Cr A Kearns, Cr J Smith, Cr J Cumberworth, Cr S Wright,
AGAINST: Nil

23. CLOSE OF MEETING

There being no further business, the Mayor declared the meeting closed at 8.15pm.

CONFIRMED …….. (MAYOR)

Attachments to Council Minutes:
28 November 2023 Council Agenda
28 November 2023 Late Items

CONFIRMED

1	**SUBJECT:**	Proposed Amendment No. 5 to Local Planning Scheme 12
	DIRECTOR:	Business Services
	MEETING:	Planning and Community Consultation
	MEETING DATE:	20 November 2023

Summary

Council is requested to adopt a proposed amendment to the City of Mandurah Local Planning Scheme 12 (Scheme 12). The purpose of the amendment is to correct an administrative error that occurred in 2005, where a condition of subdivision was cleared prior to the execution of a Deed of Agreement which ensured the parking constructed on Lot 1302 Port Quays remained at the benefit of the commercial tenancies on the adjacent Mix Use development on Lot 1301 Port Quays.

The amendment seeks to amend Scheme12 so that Lot 1302 is included in the Specific Site Requirements Table 1 in Schedule 1 of Scheme 12 with the development conditions requiring the provision of a minimum of 24 parking bays to the benefit of Lot 1301 (20 for the existing commercial tenancies and 4 for the apartments approved on Strata Lot 5 of Lot 1301).

This report will demonstrate and discuss that the subject property was always intended to serve as a parking facility for Lot 1301. It is noted the proposed amendment would still allow for development to occur on Lot 1302.

It is recommended Council adopt the proposed amendment and progress to consultation.

Disclosure of Interest

Nil

Location

Property Details

Owner:	NEOM Australia PTY LTD Mahmoud Abdel Razak Elhirbawy Hussein Hassan Hadi Al-Shammri
Scheme No 12 Zoning:	Local Centre
Peel Region Scheme Zoning:	Urban Development
Lot Size:	1445m^2
Topography:	Flat
Land Use:	Currently developed as a car park.

Previous Relevant Documentation

• G.22/6/20	23 June 2020	Council resolved to proceed Scheme 12 to final approval by the Western Australian Planning Commission and the Minister for Planning.
• G.18/4/19	30 April 2019	Council adopted a modified Scheme 12 and Local Planning Strategy which incorporated changes suggested by the Environmental Protection Authority.
• G.6/01/17	24 January 2017	Council adopted draft Local Planning Scheme and Strategy for forwarding to the Western Australian Planning Commission and the Environmental Protection Authority for consent to advertise the draft Scheme.
• G.22/8/16	9 August 2016	Council granted conditional approval for a Tavern at Strata Lot 5, (No 4) Port Quays. This approval was granted subsequent to the securing of Lot 1302 Port Quays for parking.
• G.30/8/01	21 August 2001	Council adopted the Northport Outline Development Plan and Design Guidelines subject to conditions.

Background

The subject property is within the 'Northport Outline Development Plan' (ODP) (***refer Attachment 1***) which was approved in 2001 and Northport Village ODP (***refer Attachment 2***). The subject property is identified as 'Retail Precinct' and indicatively showed the development, including the built form and parking area. A small portion of the area developed as parking is shown on the ODP as 'Possible Future Retail' including a note that suggests ground floor shops fronting Port Quays with residential use above the ground floor.

In December 2002, the City granted development approval for a mixed-use development, comprising of commercial tenancies and apartments on Lot 1288 Port Quays (***refer Attachment 3***). The parking relating to the residential component of the development was contained on the southern portions within the area accommodating the built form (now Lot 1301), with the parking for the commercial tenancies developed in the northern portion of the Lot (now Lot 1302) which included 45 parking bays.

In 2003, the Western Australian Planning Commission (WAPC) granted a subdivision approval separating Lot 1288 into Lots 1301 (mixed-use development and residential parking) and Lot 1302 (commercial parking). The approved subdivision included the following condition (3) requiring a legal agreement to be entered with the City of Mandurah:

> *"The applicant entering into an agreement with the City of Mandurah to ensure reciprocal rights are established for proposed Lot 1301 to utilise proposed Lot 1302 for car parking to the satisfaction of the Western Australian Planning Commission."*

Further to condition 3 above, there was the following advice note:

> *"In respect to condition 3, the Reciprocal Rights agreement should also allow redevelopment over Lot 1302, provided the same number of parking bays remain available to Lot 1301."*

This legal agreement was drafted; however, the clearance of the condition was issued to the applicant in 2005 prior to the agreement having been executed.

In 2016, a proposed Tavern was approved by Council for Strata Lot 5 in Lot 1301 Port Quays. While this approved development did not ultimately progress, it is important to note the proposal was not considered until the consent of the owner of Lot 1302 (at the time) for the provision of parking to the benefit of Lot 1301 was obtained. This was received and a condition requiring the formalisation of the parking agreement between Lot 1301 and Lot 1302 was added. This further demonstrates the intent for parking to be provided on Lot 1302.

The owner of Lot 1302 also owns Strata Lot 5 of Lot 1301, the City granted a change of use approval for the development of two apartments. This approval included a condition requiring the residential parking and storeroom to be provided on Lot 1302. The conditions of approval require this parking provision to be secured through a legal deed. This ground floor tenancy has had numerous applications over the past two decades, including cafes / restaurant and tavern, however, there has not been an occupancy of this tenancy. The calculation of 24 bays is based on the current commercial use parking requirements and approved residential use of Strata Lot 5 of Lot 1301.

Comment

Scheme 12 zones the subject property as Local Centre and as such, the City could receive applications to develop Lot 1302. Without the legal agreement in place, the City's ability to ensure parking provided to benefit Lot 1301 is not secured. It is considered the proposed amendment to Scheme 12 will provide greater security to the commercial tenants on Lot 1301 that access to parking will remain available.

It is considered the proposed amendment is consistent with what was intended on the site from when it was originally developed. This position is evidenced by the following:

- The approved ODP shows the subject site being developed as parking, with the possibility to develop a portion of the site;
- The original development approval shows the provision of the parking on the subject site; and
- The conditions of subdivision required a legal agreement to ensure the reciprocal access to parking to the benefit of Lot 1301 and further advised that any development should provide the same number of lots for that purpose.

The issue of the clearance of conditions was done in good faith based on the agreement having been drafted, but in retrospect should have not been issued until the agreement had been formally executed giving it full effect, and allowing a caveat to be lodged.

<u>Parking Requirement</u>

Local Planning Scheme 12 provides the required parking ratios for commercial land uses, with the most parking required for uses like 'shop' in a local centre being a ratio of 4.5 bays for every 100m^2 nett lettable area (NLA). The tenancies within the precinct that are currently used for a commercial purpose have an aggregate NLA of 437m^2, which results in a parking requirement of 20 bays. As mentioned, the apartment component on Strata Lot 5 of Lot 1301 requires an additional 4 bays to be provided in Lot 1302.

It is noted if Strata Lot 5 of Lot 1301 (currently approved as two apartments) were to be developed as a café or other Permitted (P) use, the Planning and Development (Local Planning Schemes) Regulations 2015 would not require a change of use or development approval limiting the City's ability to seek additional parking.

Based on the absence of any commercial development taking up the space over the previous 20 years, it could be argued that requiring the additional bays on Lot 1302 (to provide 35 bays) is not reasonable and expected parking should be based on the current approve use.

While the current approved use for Strata Lot 5 of Lot 1301 is apartments and the current owner of this strata lot and Lot 1302 being the same entity, the securing of parking for that particular tenancy, triggered by way of its development, is somewhat simplified. That is, the requirement for the deed of agreement to be drafted is a condition of the lot being developed in accordance with the development approval and while

the ownership remains the same, the drafting of the deed of agreement is logical and simple. If it came to pass that the owner of the strata lot was different to the owner of Lot 1302, the provision of the four bays could be complicated in the absence of legally binding agreements being in place.

As this agreement requires the realisation of the development approval to become a requirement, there is a risk that either of the lots are sold prior to development of the strata lot and as such, it is considered appropriate to add the additional four bays to service the strata lot to the 20 bays required for the commercial tenancies. This will mean that if there is a redevelopment of the strata lot at any point, there will be a minimum of four bays that can be utilised by the strata lot regardless of the owner or the use.

Development Potential

As mentioned above, the ODP which guided the original development indicates that a portion of the area occupied by Lot 1302 could be developed, which is also reflected in the advice note provided by the WAPC at the time Lot 1302 was created. The WAPC advice suggested the redevelopment could occur subject to the same number of bays being provided (45). Acknowledging the proposed amendment seeks to only require enough parking to suit the current commercial tenants (20 bays) and apartments (4 bays), based on the currently developed parking area and leaving 24 bays as constructed, it is estimated a development footprint of approximately 500m^2 remains. This amount of footprint could allow for the development of two or three storeys of mixed-use commercial / residential development.

MEAG Comment

This item does not have any impact on the natural environment and therefore has not been referred to Mandurah Environmental Advisory Group for comment.

Consultation

If adopted, the amendment will need to be referred to the Environmental Protection Authority (EPA) for consideration for whether an environmental assessment is required to be assessed. If the EPA confirm that an environmental assessment is not required, public advertising as outlined in the Regulations will be required.

Advertising will be undertaken via the following methods:

- directly letter / email notification to surrounding landowners;
- sign on-site;
- notification on the City's website; and
- notification in the local newspaper.

The period for making submissions on the proposed modification is 60 days after the day proposal is first advertised.

Statutory Environment

The proposed amendment is undertaken in accordance with the *Planning and Development Act 2005* and the *Planning and Development (Local Planning Schemes) Regulations 2015*

The proposed amendment is considered to be a standard amendment based on;

(a) the amendment relates to a zone that is consistent with the objectives identified in the scheme for that zone;
(b) the amendment is consistent with a local planning strategy for the scheme that has been endorsed by the Commission;
(c) an amendment to the scheme so that it is consistent with the region planning scheme that applies to the scheme area;

(d) the amendment that would have minimal impact on land in the scheme area that is not the subject of the amendment;
(e) the amendment that does not result in any significant environmental, social, economic or governance impacts on land in the scheme area; and
(f) is not an amendment that is a complex or basic amendment.

In accordance with section 81 of the *Planning and Development Act 2005*, *when a local government resolves to prepare or adopt a local planning scheme, or an amendment to a local planning scheme the local government is to forthwith refer the proposed local planning scheme or amendment to the Environmental Protection Authority (EPA) by giving to the EPA —*
(a) written notice of that resolution; and
(b) such written information about the local planning scheme or amendment as is sufficient to enable the EPA to comply with section 48A of the Environmental Protection Act in relation to the local planning scheme or amendment.

Regulation 20 of the Planning and Development (Local Planning Schemes) Regulations 2015 provides:

Notification of resolution

(1) A local government must, as soon as is reasonably practicable after passing a resolution to prepare or adopt a local planning scheme, advertise the resolution as follows —

a) publish a notice in a form approved by the Commission in accordance with regulation 76A; (b)
b) provide a copy of the published notice to the following persons or bodies for recommendations
(i) the local government of each district that adjoins the local government district.
(ii) each licensee under the Water Services Act 2012 likely to be affected by the scheme;
(iii) the chief executive officer of the department of the Public Service principally assisting in the administration of the Conservation and Land Management Act 1984; (iv) each other public authority likely to be affected by the scheme.

Policy Implications

Nil

Financial Implications

While the proposed amendment will not have any direct financial implications for the City, the landowner may investigate compensation avenues if he feels aggrieved.

Risk Analysis

While the proposed amendment is considered to have a positive impact on the existing commercial business in the area through the provision of some certainty for the provision of parking, the current landowner may object to the proposed amendment.

Strategic Implications

The following strategies from the City of Mandurah Strategic Community Plan 2020 – 2040 are relevant to this report:
Economic:
- Actively partner and engage with business and industry to support Mandurah's entrepreneurial capacity and capability.
- Establish and leverage opportunities with key stakeholders to achieve sustainable economic outcomes with due consideration to environmental impacts.

Organisational Excellence:
- Demonstrate regional leadership and advocate for the needs of our community.
- Provide professional customer service and engage our community in the decision-making process.

Conclusion

The proposed amendment to Scheme 12 is considered appropriate given it reflects the original intended use for the subject property. Based on calculations of parking requirements within Scheme 12, the minimum provision of 24 bays on Lot 1301 will still allow for meaningful development to occur on Lot 1302 while providing certainty that the commercial businesses have access to sufficient parking in the area. It is recommended Council adopt the proposed amendment and progress to consultation.

NOTE:

- Refer ***Attachment 1.1 Northport Outline Development Plan***
  Attachment 2.2 Northport Village Outline Development Plan
  Attachment 3.3 Copy of original Development Approval

RECOMMENDATION

That Council:

1. In accordance with Section 75 of the *Planning and Development Act 2005*, resolves to adopt Amendment No. 5 of the City of Mandurah Local Planning Scheme No 12 as follows:

"PLANNING AND DEVELOPMENT ACT 2005

RESOLUTION DECIDING TO AMEND A TOWN PLANNING SCHEME

CITY OF MANDURAH LOCAL PLANNING SCHEME NO 12

AMENDMENT NO 5

Resolved that the Council, in pursuance of Section 75 of the Planning and Development Act 2005, amends Local Planning Scheme No 12 by:

(a) Modifying the Specific Site Requirements Table in Local Planning Scheme Schedule 1 to add the following:

No	Description of Land	Requirement
8.	**Lot 1302 Port Quays Wannanup**	**A minimum of 20 parking bays to be provided for the use of the commercial tenancies at Lot 1301 Port Quays and a minimum of 4 parking bays for the use of Strata Lot 5 of Lot 1301 Port Quays. A deed of agreement shall be entered into as a condition of any development.**

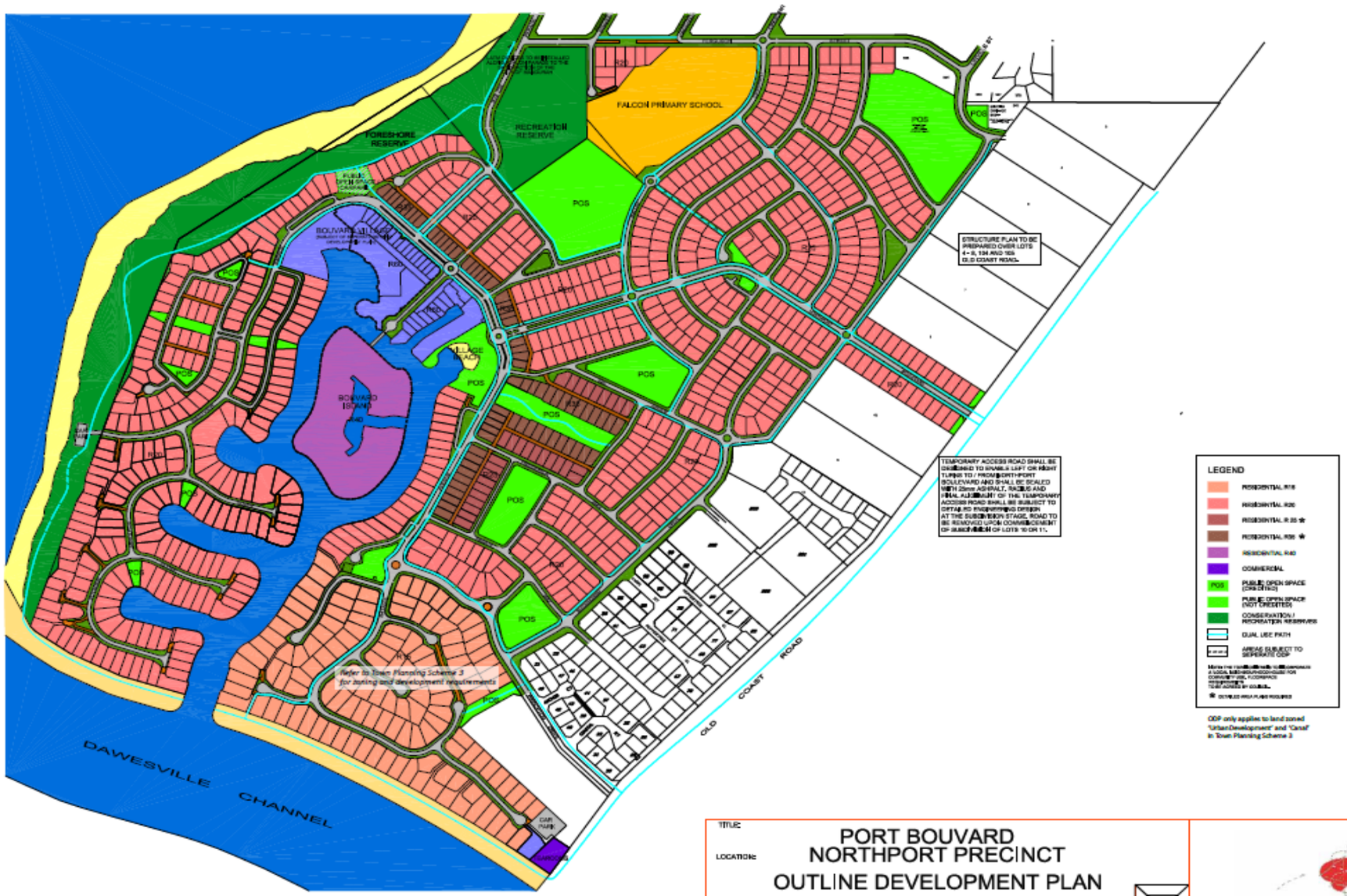
(b) Amending the Scheme Maps accordingly.

Dated this 28th Day of November 2023
Chief Executive Officer "

2. In accordance with Regulation 35(2) of the *Planning and Development (Local Planning* Schemes*) Regulations 2015*, determines that Amendment No. 2 of the City of Mandurah Local Planning Scheme No. 12 is a standard amendment for the following reasons:

(a) the amendment relates to a zone that is consistent with the objectives identified in the scheme for that zone;
(b) the amendment is consistent with a local planning strategy for the scheme that has been endorsed by the Commission;
(c) an amendment to the scheme so that it is consistent with the region planning scheme that applies to the scheme area;
(d) the amendment that would have minimal impact on land in the scheme area that is not the subject of the amendment;
(e) the amendment that does not result in any significant environmental, social, economic or governance impacts on land in the scheme area; and
(f) is not an amendment that is a complex or basic amendment.;

3. Authorises the Chief Executive Officer (through the Coordinator Planning and Lands) to prepare the necessary Scheme Amendment documentation for Amendment No 5 to the City of Mandurah Local Planning Scheme No 12.



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ALL AREAS AND DIMENSIONS ARE SUBJECT TO SURVEY

TITLE:
LOCATION:

PORT BOUVARD NORTHPORT PRECINCT
OUTLINE DEVELOPMENT PLAN

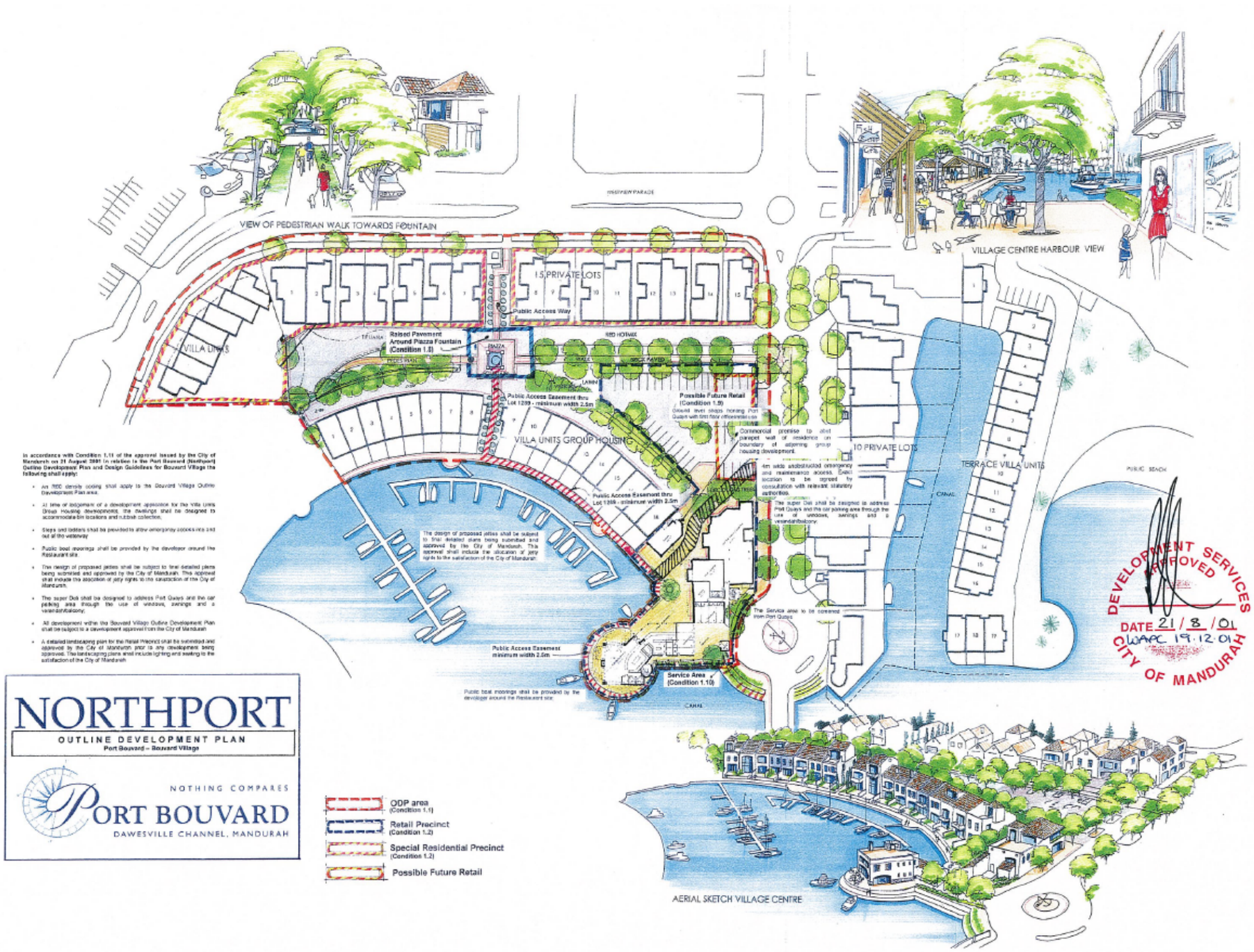
NORTH

REV.	DATE	DESCRIPTION	DRAWN	CHECK

REVISIONS

Designer	JSTRAHAN
Drawn	KSPENCER
Checked	JSTRAHAN
Date	21/5/02
Scale	1:5000 @ A2
Cad Lay.	MEDRAWINGS\3112N
Drawing	3112N-05301-ODP

GREG ROWE & associates
24-26 Wickham Street
East Perth WA 6004
Tel: (08) 9221 1991
Fax: (08) 9221 1919
Email: growe@iinet.net.au
Web Site: www.gregrowe.com



In accordance with Condition 1.11 of the approval issued by the City of Mandurah on 21 August 2001 in relation to the Port Bouvard (Northport) Outline Development Plan and Design Guidelines for Bouvard Village the following shall apply:

- An R60 density coding shall apply to the Bouvard Village Outline Development Plan area.
- At time of lodgement of a development application for the Villa Units Group Housing developments, the dwellings shall be designed to accommodate bin locations and rubbish collection.
- Steps and ladders shall be provided to allow emergency access into and out of the waterway
- Public boat moorings shall be provided by the developer around the Restaurant site.
- The design of proposed jetties shall be subject to final detailed plans being submitted and approved by the City of Mandurah. This approval shall include the allocation of jetty rights to the satisfaction of the City of Mandurah.
- The super Dish shall be designed to address Port Quays and the car parking area through the use of windows, awnings and a verandah/balcony.
- All development within the Bouvard Village Outline Development Plan shall be subject to a development approval from the City of Mandurah
- A detailed landscaping plan for the Retail Precinct shall be submitted and approved by the City of Mandurah prior to any development being approved. The landscaping plans shall include lighting and seating to the satisfaction of the City of Mandurah

NORTHPORT

OUTLINE DEVELOPMENT PLAN

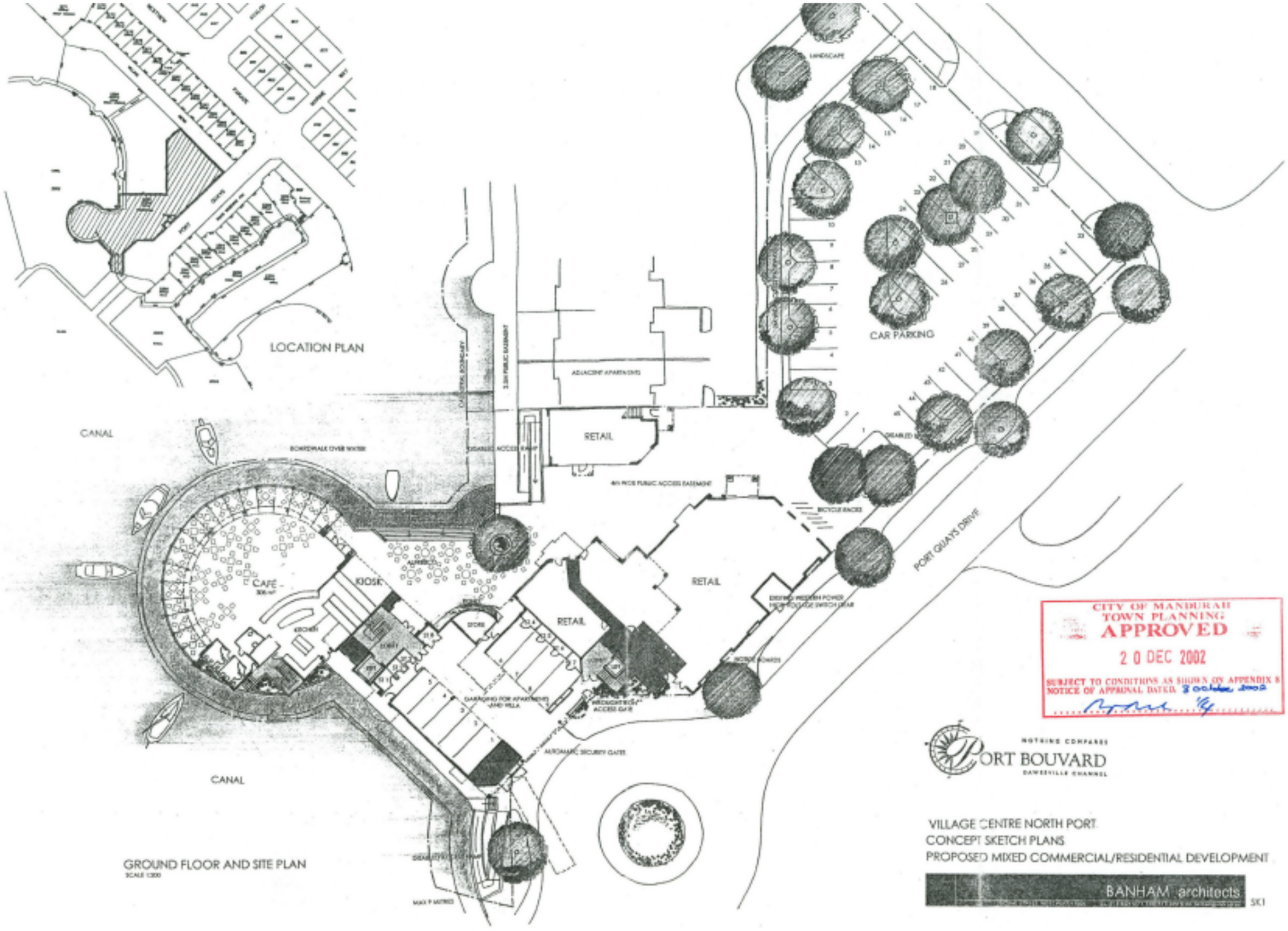
Port Bouvard – Bouvard Village

NOTHING COMPARES

PORT BOUVARD

DAWESVILLE CHANNEL, MANDURAH

DEVELOPMENT SERVICES APPROVED
DATE 21/8/01
CWAPC 19.12.01
CITY OF MANDURAH



Original Development Approval

CITY OF MANDURAH

NOTICE OF MEETING

ORDINARY COUNCIL

Members of Council are advised that a meeting will be held in the Council Chambers 83 Mandurah Terrace, Mandurah on:

Tuesday 28 November 2023 at 5.30pm

CASEY MIHOVILOVICH
Chief Executive Officer
16 November 2023

AGENDA

1. OPENING OF MEETING AND ANNOUNCEMENT OF VISITORS

2. ACKNOWLEDGEMENT OF COUNTRY

3. APOLOGIES

4. IMPORTANT NOTE

Members of the public are advised that any decisions made at the meeting tonight, can be revoked, pursuant to the *Local Government Act 1995*. Therefore, members of the public should not rely on any decisions until formal notification in writing by Council has been received.

5. ANSWERS TO QUESTIONS TAKEN ON NOTICE

See attachment 5.1

6. AMENDMENT TO STANDING ORDERS

Modification to *Standing Orders Local Law 2016* - electronic attendance at meeting.

7. PUBLIC QUESTION TIME

Public Question time provides an opportunity for members of the public to ask a question of Council. For more information regarding Public Question Time please visit the City's website *mandurah.wa.gov.au* or telephone 9550 3787.

8. PUBLIC STATEMENT TIME

Any person or group wishing to make a Public Statement to Council regarding a matter concerning local government must complete an application form. For more information regarding Public Statement Time please visit the City's website *mandurah.wa.gov.au* or telephone 9550 3787.

9. LEAVE OF ABSENCE REQUESTS

10. PETITIONS

10.1 Petition Against Home Business on Cormorant Key, Wannanup

11. PRESENTATIONS

12. DEPUTATIONS

Any person or group wishing to make a Deputation to Council regarding a matter listed on this agenda for consideration must complete an application form. For more information regarding making a deputation please visit the City's website *mandurah.wa.gov.au* or telephone 9550 3787.

13. CONFIRMATION OF MINUTES

13.1 Ordinary Council Meeting: 31 October 2023

Minutes available on the City's website via mandurah.wa.gov.au/council/council-meetings/agendas-and-minutes

14. ANNOUNCEMENTS BY THE PRESIDING MEMBER (WITHOUT DISCUSSION)

15. DECLARATIONS OF FINANCIAL, PROXIMITY AND IMPARTIALITY INTERESTS

16. QUESTIONS FROM ELECTED MEMBERS (WITHOUT DISCUSSION)

16.1 Questions of which due notice has been given

16.2 Questions of which notice has not been given

17. BUSINESS LEFT OVER FROM PREVIOUS MEETING

18. RECOMMENDATIONS OF COMMITTEES

19. REPORTS

No.	*Item*	*Page No*	*Note*
1	Financial Report October 2023	7-35	Absolute Majority Required
2	Site investigation for Potential Central Men's Shed	36-42	
3	Funding Request for Peel Bright Minds Trail Blazers Program	43-61	Absolute Majority Required
4	City Centre Parking Plan – Adopt for Advertising	62-137	
5	City Centre Master Plan – Adopt for Advertising	138-389	

6	Mandurah Dolphin Research Partnership	390-406	Absolute Majority Required
7	Request for Quote RFQ18-2023 – Supply and Laying of Asphalt	407-409	Confidential Pages 1-15
8	Appointment to Advisory Groups and External Agencies	410-437	

20. MOTIONS OF WHICH NOTICE HAS BEEN GIVEN

21. NOTICE OF MOTIONS FOR CONSIDERATION AT THE FOLLOWING MEETING

22. LATE AND URGENT BUSINESS ITEMS

23. CONFIDENTIAL ITEMS

24. CLOSE OF MEETING

RESPONSE TO QUESTIONS TAKEN ON NOTICE AT THE COUNCIL MEETING HELD ON 26 SEPTEMBER 2023

7.5 CLIFF HORTON: SPEND ON CONSULTANTS, CONFLICT OF INTEREST MANAGEMENT, 15 MINUTE CITIES, KIMBERLY FUND DONATION

Question 1

How much money was spent on consultants in the year 2020, 2021 and 2022 in Mandurah City?

City of Mandurah Response

The City's expenditure relating to consultancy services for the following years:
2020/2021 - $1,240,982
2021/2022 - $1,121,416
2022/2023 - $1,646,728

RESPONSE TO QUESTIONS TAKEN ON NOTICE AT THE COUNCIL MEETING HELD ON 31 OCTOBER 2023

6.2 CLIFF HORTON: KIMBERLY FLOOD DONATIONS, COUNCIL MEETINGS, MEMBERSHIP TO COMMITTEES

Question 4

Are any members of this City of Mandurah a member of Local Government Elected Members Association (LGEMA)?

City of Mandurah's Response

The City does not fund any Elected Members to be a member of the Local Government Elected Members Association. Elected Members can be members of Associations at their own costs.

6.3 WENDY HEATHCOCK: CONTRACT SPEND, REPRESENTATION AND ADVISORY COMMITTEES

Question 1

Since the meeting of 26 September 2023, there has been quite a bit of media in relation to the $850,000 budgeted for the rebuild of the eastern foreshore toilet block. In order to provide openness and transparency to the residents of the City of Mandurah, could Council please provide an itemised breakdown of the $850,000 being spent?

City of Mandurah's Response

The Director Built and Natural Environment confirmed the high level cost breakdown for the project included design costs of $35,000 and demolition and construction costs of $782,000, with the remaining amount being an allowance for contingency.

Question 3

Did Council have a representative, either staff member or consultant, attend the recent International Smart City Expo on the 10-11 October in Sydney?

City of Mandurah's Response

The Director Built and Natural Environment confirmed that no staff represented the City at this conference. The City cannot respond to whether consultants attended due to these organisations being separate entities to the City.

Question 4

Is Council a member of the Global covenant of Mayors for Climate Energy?

City of Mandurah's Response

The Director Built and Natural Environment confirmed that the City is not a paid member of the Covenant of Mayors for Climate and Energy.

6.4 BETH PATERSON: TRADING NAME, NATIVE TITLE CLAIM AND VOICE REFERENDUM

Question 5

I refer to the minutes dated 26 September 2023, sec 7.2, you have stated that there has been on determined Native Title claim and you have provided the map designating a very large area South of Bunbury, North of Mandurah and further inland to the East. As suggest I have gone to the register of Native Title claims. To assist with my research, please supply the following required by the register. Tribunal File no, Federal Court file no application name, State or Territory, Representative A/TSI body area, Local Government area.

City of Mandurah's Response

It is a decision by the Federal Court whether Native Title rights and interests exist and can be recognised in a certain area of land or water. The Aboriginal Policy and Coordination Unit (APCU) co-ordinates WA Government agencies operating under the Native Title and Aboriginal Heritage acts. The City of Mandurah is confirmed as a Local Government area within Noongar Native Title Agreement Group Gnaala Karla Booja. Any further questions relating to this Native Title Land Claim should be forwarded to the State Government.

Question 6

The City of Mandurah was established under the Local Government Act 1995 (WA). How can this Act lawfully override the referendum of 1988 where the people clearly rejected the creation of local governments by 66.38%?

City of Mandurah's Response

The Local Government Act 1995 is the current law that regulates the City of Mandurah and other local governments in Western Australia. It replaced the Local Government Act 1960, which was the previous law for more than three decades. However, local governments have a long history in Western Australia, dating back to 1839 when the Towns Improvement Act was enacted.

The Western Australian Constitution gives the state legislature the power and responsibility to create and maintain a system of local governing bodies that are elected and have the necessary powers for the better government of their areas. This is stated in Section 52 of the Western Australian Constitution.

In 1988, there was a national referendum to amend the Australian Constitution to recognise local government as a third tier of government in Australia. However, this referendum failed to gain the majority support of the voters and the states. The main argument against the referendum was that it would weaken the state governments' rights and authority over local governments.

The failure of the 1988 referendum did not affect the constitutional status of local governments in Western Australia, as they are still established and governed by the state legislature under Section 52 of the Western Australian Constitution. The referendum was only meant to give formal recognition to local governments in the Australian Constitution, not to change their powers or functions.

6.8 LIA BREZNAY: 5G TOWERS

Question 1

We would like to ask to see the Health and Safety Risk Assessment, the Environmental Impact Analysis and the Insurance Policy for the installed 5G towers.

City of Mandurah's Response

State Planning Policy 5.2 Telecommunications Infrastructure aims to balance the need for effective telecommunications services and effective roll-out of networks, with the community interest in protecting the visual character of local areas. As referenced in this Policy telecommunications carriers must comply with the Australian Communications and Media Authority (ACMA) Radiocommunications Licence Conditions (Apparatus Licence) Determination 2003. These licence conditions make mandatory the limits in the Australian Radiation Protection and Nuclear Safety Agency (ARPANSA) Radiofrequency (RF) Standard which sets limits for human exposure to RF electromagnetic fields from all sources, including telecommunications infrastructure. ARPANSA is the primary Commonwealth agency responsible for protecting the health and safety of people and the environment from the harmful effects of radiation. The City of Mandurah has no role in the health assessment of these installations.

6.9 STEVEN ZIELINSKI: VACANT LAND AND STAFFING

Question 2

How many Full Time Equivalent (FTE) staff are employed at the City of Mandurah?

City of Mandurah's Response

As at 30 June 2023 the Full Time Equivalent was 482 staff.

1 SUBJECT: Financial Report October 2023
DIRECTOR: Business Services
MEETING: Council Meeting
MEETING DATE: 28 November 2023

Summary

The Financial Report for October 2023 together with associated commentaries, notes on investments, balance sheet information and the schedule of accounts are presented for Elected Members' consideration.

Disclosure of Interest

Nil

Previous Relevant Documentation

- G.24/7/23 25/07/2023 Budget Adoption 2023/2024

Background

Nil

Comment

Financial Summary

The financial report for October 2023 shows an actual surplus for this period of $76.2 million. This is considered a reasonable surplus at the current point in time and is sufficient to meet the City's obligations up to 30 June 2024.

A summary of the financial position for October 2023 is detailed in the table below:

	Current Budget	YTD Budget (a)	YTD Actual (b)	Var. (b)-(a)	Var.% (b)-(a)/(a)
	$ 000s	$ 000s	$ 000s	$ 000s	%
Opening Funding Surplus / (Deficit)	**600**	**600**	**567**	**(33)**	**-5%**
Revenue					
Revenue from operating activities	134,625	117,028	117,009	(20)	0%
Capital revenue, grants and Contribution	17,823	5,941	967	(4,974)	-84%
	152,449	**122,970**	**117,976**	**(4,994)**	
Expenditure					
Operating Expenditure	(153,866)	(51,609)	(45,194)	6,414	-12%
Capital Expenditure	(49,116)	(15,095)	(6,929)	8,167	-54%
	(202,983)	**(66,704)**	**(52,123)**	**14,581**	
Non-cash amounts excluded from operating activities	33,870	11,574	11,564	(10)	0%
Non-cash amounts excluded from investing activities	500	500	515	15	3%
Other Capital Movements	15,124	(1,933)	(2,336)	(403)	21%
Closing Funding Surplus / (Deficit)	**(440)**	**67,006**	**76,163**	**9,157**	**14%**

The following table highlights the status of the City's key capital projects for the 2023/2024 financial year:

Project	2023/24 Actuals Incl. CMT $`000s	2023/24 Annual Budget $`000s	On Time / On Budget	Asset Classification	Comment
MARC Roof Repairs	5,958	6,034	The project completion date is expected to be early 2024. The annual budget has been adjusted as part of the EOFY Actuals Budget Adjustments.	*Buildings*	*Project status:* Works are progressing, with demolition complete. Steel fabrication has commenced, and works are expected to be completed by early 2024.
Eastern Foreshore South Precinct	1,130	1,465	The project's original date of completion was January 2022, and the project was completed in August 2022. The project remains within the budget allocated. The toilet block and surrounds are expected to be completed by early 2024.	*Parks*	*Project status:* **Estuary Pool** Completed **Eastern Foreshore South – Reserve Area** Completed **Toilet Block** Site works have commenced and the toilet block is expected to be completed in early 2024.
Eastern Foreshore North and Central Precinct	214	1,227	The project completion date is expected to be mid-2025. A concept design cost estimate has indicated that funds may need to be reallocated from within the Waterfront project to ensure all key elements are delivered.	*Parks*	*Project status:* The design is progressing and detailed design is expected to be completed in November 2023. Construction to commence after Crabfest in 2024.

Coodanup Foreshore	621	1,379	The Stage 1 and 2 completion date is expected to be January 2024.	*Parks*	*Project status:* Earthworks are completed. Concrete edging and concrete and limestone paths are all installed. Playground installation expected towards the end of December. Car park extension works underway. All work is expected to be completed by the end of January 2024.
RC Peel Street Stage 4	62	1,712	The project completion date is expected to be June 2024.	*Roads*	*Project status:* Final site service relocation works are complete. Works are expected to commence in November 2023.
Dawesville Community Centre	377	2,665	The project completion date is expected to be early 2025.	*Buildings*	*Project status:* Construction tenders have been advertised and are due to close in November 2023. Construction is expected to commence in early 2024.
Falcon Coastal Shared Path Stage 1	61	1,161	The project completion date is expected to be early 2025.	*Roads*	*Project status:* Design is presently being completed, and community engagement will commence in November 2023. Environmental, landscaping and activation plans are in progress. Power relocation clearing requirements are to be assessed and progressed. Stage 1 construction is expected to commence in early 2024.

Statutory Environment

Local Government Act 1995 Section 6.4 Financial Report
Local Government (Financial Management) Regulations 1996 Part 4 Financial Reports

Policy Implications

Nil

Financial Implications

Any material variances that have an impact on the outcome of the budgeted surplus position are explained in the Monthly Financial Report, as detailed in Attachment 1.1.

Risk Analysis

Nil

Strategic Implications

The following strategy from the City of Mandurah Strategic Community Plan 2020 – 2040 is relevant to this report:

Organisational Excellence:
- Ensure the City has the capacity and capability to deliver quality services and facilities through accountable and transparent business practices.

2023/24 Budget Variations

22-23 Light-Emitting Diode ("LED") Building Plan

The 22-23 LED Building Plan capital project has a budget of $20,777 for 2023-24 which was carried over from 2022-2023. Additional lights required updating or replacing in meeting room 6,7,8 and the City's Main Administration Building foyer, therefore it is requested that the budget for this project be increased by $8,000 to enable completion of these works.

It is proposed that this $8,000 increase in budget be funded from predicted savings in the Mandurah Performing Arts Centre – External Steelwork capital project.

23-24 Westview Parade Foreshore Boardwalk Renewal
The initial cost estimates for Westview Parade Foreshore Boardwalk Renewal was based on the assumption that only the stairs needed to be replaced, however, City officers have found that the whole structure needs to be rebuilt. It is proposed that funds are sourced from the Henson Street Beach access project to cover this extra expense totalling $47,750. The Henson Street Beach access project will still be able to be completed with the reduced budget.

23-24 Washer/Dryer Stackers at Pens
The washer/dryer stackers at the Marina were in need of major repairs. It was cost effective in the long run to replace the washer/dryer stackers than to do the major repairs. The cost was paid from the maintenance budget, however, the project is now capital in nature. It is proposed to transfer $13,125 from the Marina Miscellaneous account to a new capital project to assist in the take up of these new assets.

22-23 Mandurah Performing Arts Centre Internal Refurbishment

At completion of the 2022-2023 capital carryovers, the capital budget for 22-23 Mandurah Performing Arts Centre Internal Refurbishment was reduced by $52,550 due to the City not being successful in receiving grant funds for 2022-2023. The Mandurah Performing Arts Centre Internal Refurbishment is required to continue and it is proposed to fund the shortfall of $52,550 from the 23-24 Mandurah Performing Arts Centre Minor Renewal & Upgrade Works budget to allow these works to be completed.

23-24 CASM Lighting

The City's Arts & Culture Team have been successful in securing a State Government grant from the Gallery Improvement Fund administered by Art on the Move for $46,848 to upgrade the gallery lighting and signage at Contemporary Arts Studio Mandurah. The estimated costs of this capital project are as follows:

New lighting system and installation:	$37,098
Outdoor and generic signage:	$14,750
Total estimated costs	**$51,848**

The terms of the grant funding require that the City provide a $5,000 contribution towards the lighting and signage upgrade. To enable full utilisation of this grant funding it is recommended that the City's $5,000 contribution be funded from the Contemporary Arts Studio Mandurah – Cultural Development operating budget. Furthermore, it is recommended that a new capital grant revenue budget of $48,848 be approved along with a new capital works budget for $51,848 for the 23-24 Contemporary Arts Studio Mandurah Lighting capital project.

Accounts Payable Invoice Review

The invoice review process completed prior to invoice payment has identified that the following invoices have been processed as a maintenance transaction through an operating account:

Installation of new air-conditioners in Council Civic Building $14,180

The works completed are capital in nature as the invoice value is greater than $5,000 and the works are for new wall mounted split system air-conditioning units. To enable capitalisation of these works, it is recommended that approval be granted to move a budget for the value of the invoice ($14,180), from the operating budget it is being paid from, to a new capital works project.

Mandurah Murray Motorcycle Charity Ride

In 2020, the City was approached to support the Mandurah Murray Charity Motorcycle event as the cost of traffic management for the event had become unaffordable. This resulted in the City listing this project for $10,000 as a separate budget line in the Long Term Ffinancial Plan in the Festivals & Events annual operating budget. This support sits outside the External Event funding program. It is requested that Council note, that each year the funds are only allocated to the actual traffic management plan costs incurred, up to a maximum of $10,000.

The 2022 Traffic management plan was $8,771.50 ex GST. The City is awaiting an updated cost for 2023. It should be noted that the 2023 event will no longer be delivered by Mandurah Murray Motorcycle Charity Ride Inc, the 2023 event will be delivered by Uniting Outreach Mandurah. Event Officers have received the appropriate event application and required insurances for the event to be approved by the City. City officers will continue to work through the internal approval process on behalf of the event owner.

Conclusion

The City strives to manage its finances adequately and maintain expenditure within budget to ensure services that have been approved through the budget process are fully funded.

It is recommended that Council receive the Monthly Financial Report and the Schedule of Accounts.

NOTE:

- Refer ***Attachment 1.1 Monthly Financial Report***
  Attachment 1.2 Schedule of Accounts (electronic only)

RECOMMENDATION

That Council:

1 Receives the Financial Report for October 2023 as detailed in Attachment 1.1 of the report.

2 Receives the Schedule of Accounts for the following amounts as detailed in Attachment 1.2 of the report:

Total Municipal Fund	**$**	**11,161,954.23**
Total Trust Fund	**$**	**0.00**
	$	**11,161,954.23**

3 Acknowledges that each year the annual budget for the Mandurah Murray Charity Motorcycle event is only allocated to the actual traffic management plan costs incurred up to $10,000.

4 Approves the following budget variations for 2023/24 annual budget:

4.1 Increase in capital expenditure of $8,000* for 22-23 Light-Emitting Diode ("LED") Building Plan Building Plan
- **To be funded from Mandurah Performing Arts Centre – External Steelwork capital budget $8,000***

4.2 Increase in capital expenditure of $47,750* for 23-24 Westview Parade Foreshore Boardwalk Renewal
- **To be funded from 23-24 Henson St Beach Access capital budget $47,750***

4.3 Unbudgeted capital expenditure of $13,125* for 23-24 Washer/Dryer Stackers at Pens
- **To be funded from Miscellaneous – Marina operating budget $13,125***

4.4 Increase in capital expenditure of $52,550* for 22-23 Mandurah Performing Arts Centre Internal Refurb
- **To be funded from 23-24 Mandurah Performing Arts Centre Minor Renewal & Upgrade Works capital budget $52,550***

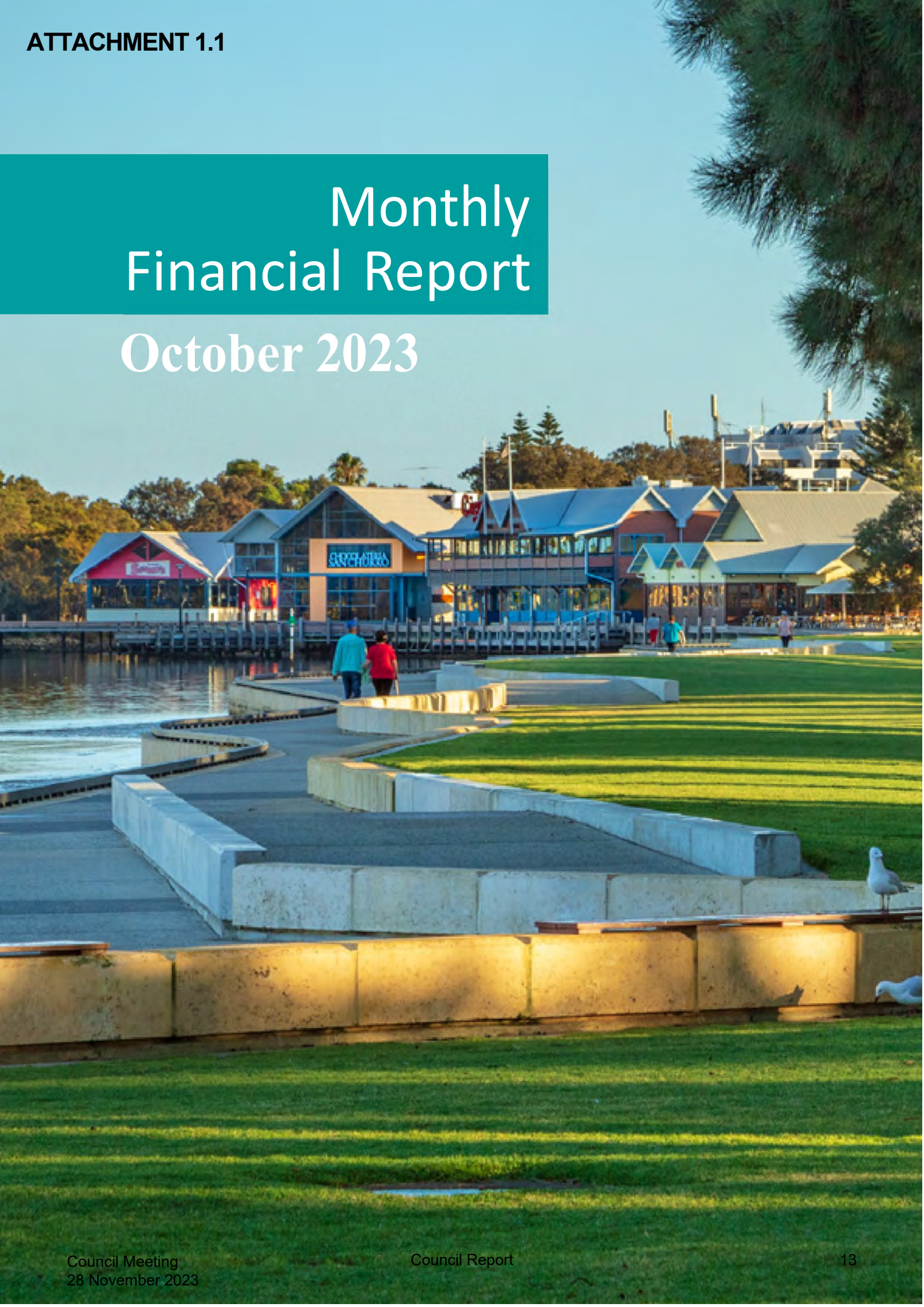
4.5 Unbudgeted capital expenditure of $51,848* for 23-24 Contemporary Arts Studio Mandurah Lighting
- **To be funded new capital grant revenue from Art on the Move $46,848***
- **To be funded from Contemporary Arts Studio Mandurah – Cultural Development operating budget $5,000***

4.6 Unbudgeted capital expenditure of $14,180* for 23-24 Air-Conditioners Council Civic Building
- **To be funded from Civic Centre – Facility Maintenance operating budget $14,180***

ABSOLUTE MAJORITY REQUIRED

Monthly Financial Report

October 2023



City of Mandurah
October 2023

$441k ▼

Estimated deficit at 30 June 2024 with proposed budget amendments

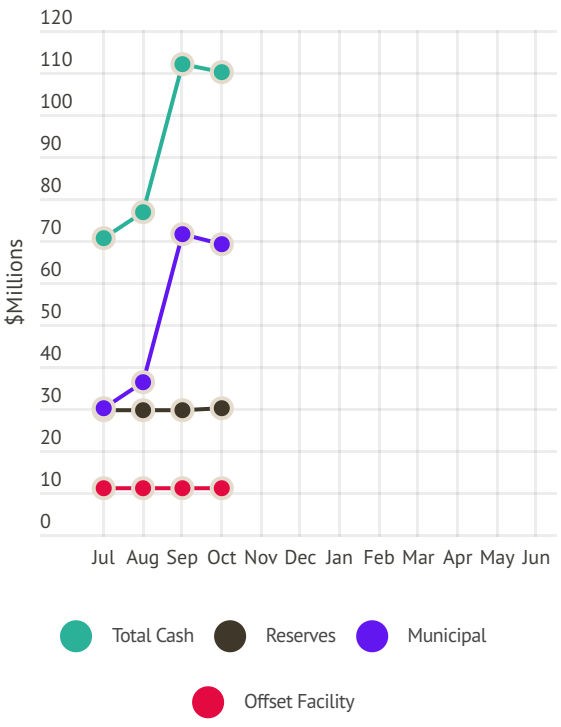
$76.2million ▼

Year to Date Actual Surplus

Summary

- Actual Rates Raised $92.8M
- Actual Rates Received $55.3M (58.4% collected)
- Actual Operating Revenue $117M
- Actual Capital Revenue $0.9M
- Actual Operating Expenditure $45.2M
- Actual Capital Expenditure $6.9M
- Actual Proceeds from Sale of Assets $63K

Investments



Loans

- Actual Principal Outstanding $22.02M ▼
- Actual Principal Repayments Made $1.7M ▲
- Actual Interest Paid $251K ▲
- Actual New Loans Drawn Down $0 —
- Amount of Interest Saved from Loan Offset Facility $92K ▲

Rates Outstanding

20 Properties with >$10K outstanding —

107 Properties $3K to $10K outstanding ▼

0 Properties commenced legal action in 23/24 —

$2.2M Rates Exemptions —

Sundry Debtors Outstanding

Current accounts due $8.02M

New Aged Debtor reporting functions being developed post Phase 2 implementation.

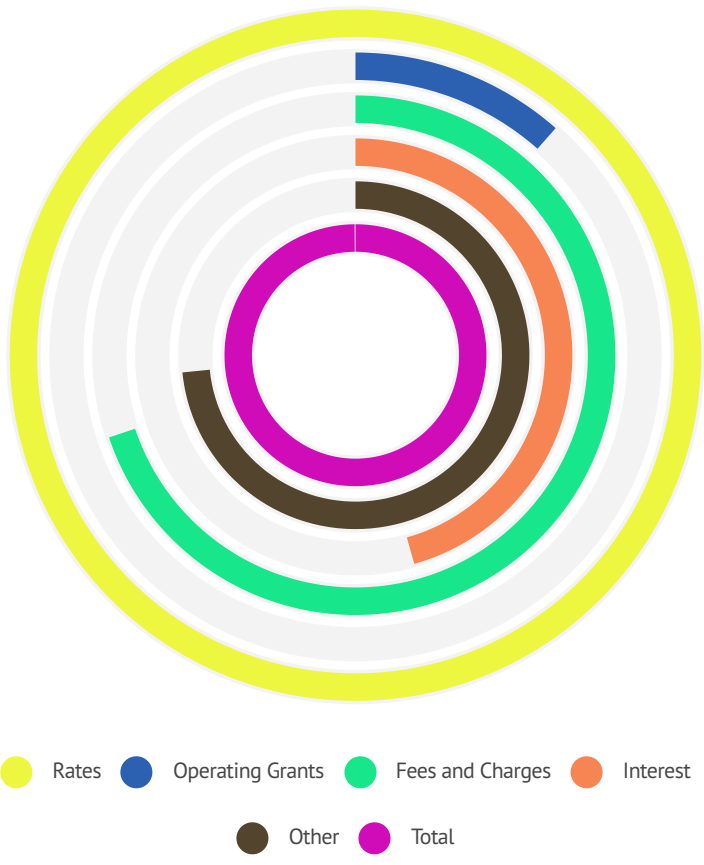
Budget Proposed Amendments

- Increase in capital expenditure of $8,000 for 22-23 LED Building Plan - To be funded from MPAC – External Steelwork capital budget $8,000
- Increase in capital expenditure of $47,750 for 23-24 BW Westview Parade Foreshore Boardwalk Renewal - To be funded from 23-24 BW Henson St Beach Access capital budget $47,750
- Unbudgeted capital expenditure of $13,125 for 23-24 Washer/Dryer Stackers at Pens - To be funded from Miscellaneous – Marina operating budget $13,125
- Increase in capital expenditure of $52,550 for 22-23 MPAC Internal Refurb - To be funded from 23-24 MPAC Minor Renewal & Upgrade Works capital budget $52,550
- Unbudgeted capital expenditure of $51,848 for 23-24 CASM Lighting - To be funded new capital grant revenue from Art on the Move $46,848 and CASM – Cultural Development operating budget $5,000
- Unbudgeted capital expenditure of $14,180 for 23-24 Air-Conditioners Council Civic Building - To be funded from Civic Centre – Facility Maintenance operating budget $14,180

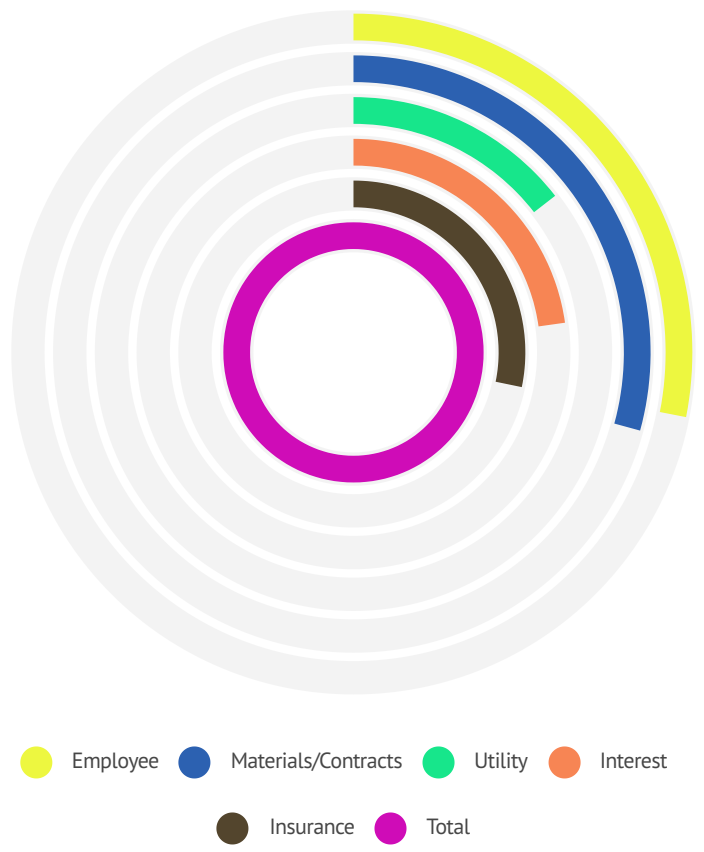
5 Tenders awarded during the month through CEO delegation

7.71% Grants received for the 23/24 year ▲

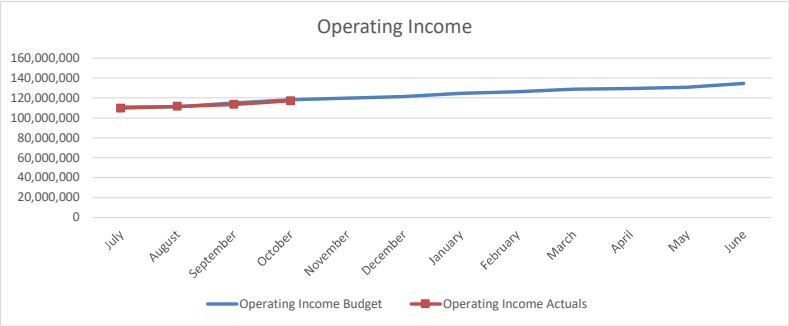
Year to Date Revenue Actuals Compared to Current Budget

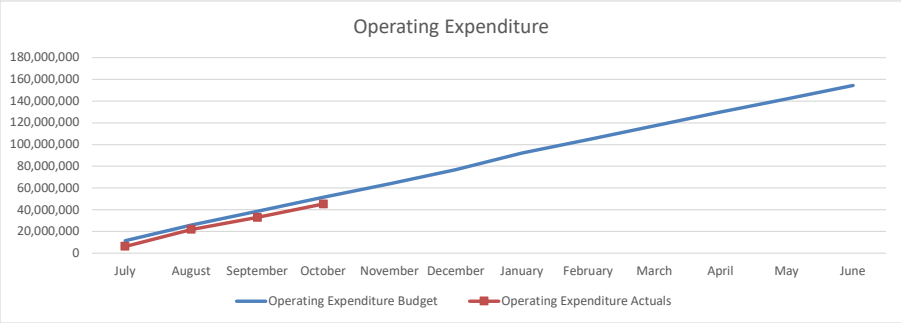


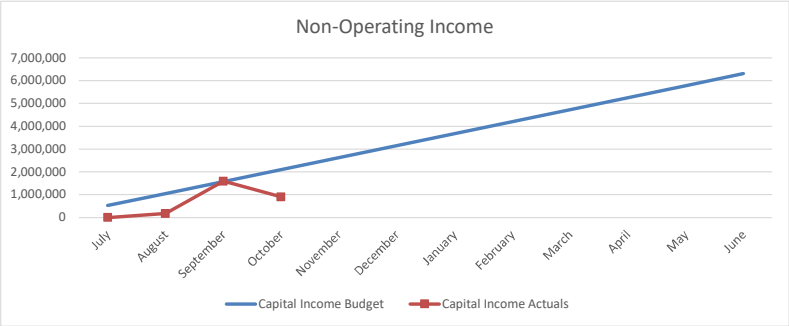
Year to Date Expenditure Actuals Compared to Current Budget

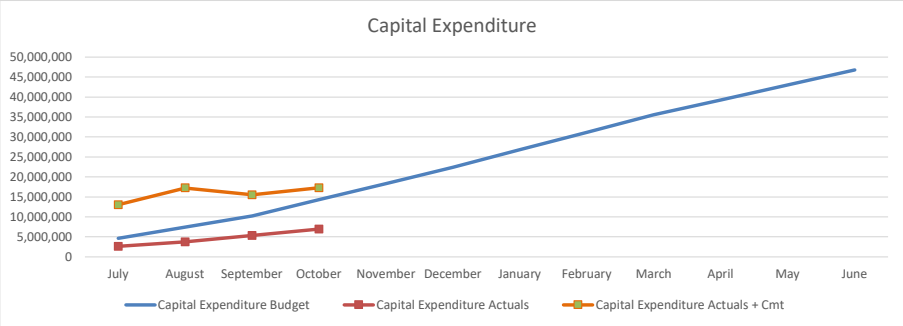


Year to Date Capital Actuals Compared to Current Budget


Operating Income
160,000,000
140,000,000
120,000,000
100,000,000
80,000,000
60,000,000
40,000,000
20,000,000
0
July
August
September
October
November
December
January
February
March
April
May
June
Operating Income Budget
Operating Income Actuals


Operating Expenditure
180,000,000
160,000,000
140,000,000
120,000,000
100,000,000
80,000,000
60,000,000
40,000,000
20,000,000
0
July
August
September
October
November
December
January
February
March
April
May
June
Operating Expenditure Budget
Operating Expenditure Actuals


Non-Operating Income
7,000,000
6,000,000
5,000,000
4,000,000
3,000,000
2,000,000
1,000,000
0
July
August
September
October
November
December
January
February
March
April
May
June
Capital Income Budget
Capital Income Actuals


Capital Expenditure
50,000,000
45,000,000
40,000,000
35,000,000
30,000,000
25,000,000
20,000,000
15,000,000
10,000,000
5,000,000
0
July
August
September
October
November
December
January
February
March
April
May
June
Capital Expenditure Budget
Capital Expenditure Actuals
Capital Expenditure Actuals + Cmt

CITY OF MANDURAH

MONTHLY FINANCIAL REPORT
For the Period Ended 31 October 2023

TABLE OF CONTENTS

Statement of Financial Activity by Nature or Type		2
Note 1	Statement of Financial Activity Information	3
Note 2	Cash and Investments	4
Note 3	Receivables	5
Note 4	Disposal of Assets	6
Note 5	Tenders/Quotes Awarded	7
Note 6	Capital Acquisitions	8
Note 7	Borrowings	13
Note 8	Cash Reserves	15
Note 9	Operating Grants and Contributions	16
Note 10	Non Operating Grants and Contributions	17
Note 11	Proposed Budget Variations for Council Approval	18
Note 12	Approved Budget Amendments	19
Note 13	Explanation of Material Variances	20

STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 OCTOBER 2023

BY NATURE OR TYPE

	Ref Note	Annual Budget	YTD Budget (a)	YTD Actual (b)	Var. $ (b)-(a)	Var. % (b)-(a)/(a)	Var.
		$	$	$	$	%	
Opening Funding Surplus / (Deficit)		600,000	600,000	**567,147**	(32,853)	(5.48%)	
Revenue from operating activities							
Rates		92,674,404	92,236,007	**92,773,434**	537,427	0.58%	
Operating grants, subsidies and contributions		7,221,456	2,830,569	**831,531**	(1,999,038)	(70.62%)	▼
Fees and charges		30,922,352	20,692,834	**21,629,307**	936,473	4.53%	
Interest earnings		3,740,558	1,246,853	**1,708,633**	461,780	37.04%	▲
Other revenue		66,631	22,210	**48,977**	26,767	120.52%	▲
Profit on disposal of assets		-	-	**16,650**	16,650	100.00%	▲
		134,625,401	**117,028,473**	**117,008,532**	(19,941)	-0.02%	
Expenditure from operating activities							
Employee costs		(55,360,569)	(18,074,560)	**(15,533,438)**	2,541,122	14.06%	▲
Materials and contracts		(58,101,079)	(19,722,795)	**(16,987,305)**	2,735,490	13.87%	▲
Utility charges		(4,627,517)	(1,542,505)	**(670,660)**	871,845	56.52%	▲
Depreciation on non-current assets		(33,084,683)	(11,312,350)	**(11,302,363)**	9,987	0.09%	
Interest expenses		(1,125,625)	(434,390)	**(256,387)**	178,003	40.98%	▲
Insurance expenses		(1,566,711)	(522,237)	**(442,425)**	79,812	15.28%	▲
Other expenditure		-	-	**(1,909)**	(1,909)	100.00%	▼
		(153,866,184)	**(51,608,837)**	**(45,194,487)**	6,414,350	12.43%	
Non-cash amounts excluded from operating activities	1(a)	33,869,873	11,574,080	**11,564,354**	(9,726)	(0.08%)	
Amount attributable to operating activities		**14,629,090**	**76,993,716**	**83,378,398**	6,384,682	(8.29%)	
Investing activities							
Non-operating grants, subsidies and contributions		15,294,154	5,098,051	**904,085**	(4,193,966)	(82.27%)	▼
Proceeds from disposal of assets	4	2,529,095	843,032	**63,063**	(779,969)	(92.52%)	▼
Payments for property, plant and equipment	6	(49,116,473)	(15,095,303)	**(6,928,582)**	8,166,721	54.10%	▲
Amount attributable to investing activities		**(31,293,224)**	**(9,154,220)**	**(5,961,434)**	3,192,786	34.88%	
Non-cash amounts excluded from investing activities	1(b)	500,000	500,000	**515,428**	15,428	3.09%	
Amount attributable to investing activities		**(30,793,224)**	**(8,654,220)**	**(5,446,007)**	3,208,214	37.07%	
Financing Activities							
Proceeds from new debentures	7	7,442,854	-	-	0	0.00%	
Unspent Loans Utilised		1,647,280	-	-	0	0.00%	
Repayment of debentures	7	(4,316,708)	(1,793,778)	**(1,793,778)**	0	0.00%	
Payment of lease liability		(512,978)	(170,993)	**(212,408)**	(41,415)	(24.22%)	▼
Proceeds from new interest earning liability		645,000	215,000	**15,376**	(199,624)	(92.85%)	▼
Principal elements of interest earning liability		(551,074)	(183,691)	**(345,412)**	(161,721)	(88.04%)	▼
Transfer from reserves	8	17,516,131	-	-	0	0.00%	
Transfer to reserves	8	(6,746,839)	-	-	0	0.00%	
Amount attributable to financing activities		**15,123,666**	**(1,933,462)**	**(2,336,222)**	(402,760)	(20.83%)	
Closing Funding Surplus / (Deficit)	1(d)	**(440,468)**	**67,006,034**	**76,163,317**	9,157,283	13.67%	

KEY INFORMATION

▲▼ Indicates a variance between Year to Date (YTD) Actual and YTD Budget data as per the adopted materiality threshold.
Refer to Note 13 for an explanation of the reasons for the variance.
This statement is to be read in conjunction with the accompanying Financial Statements and Notes.

NOTE 1
STATEMENT OF FINANCIAL ACTIVITY INFORMATION

(a) Non-cash items excluded from operating activities

The following non-cash revenue and expenditure has been excluded from operating activities within the Statement of Financial Activity in accordance with Local Government (Financial Management) Regulation 1996.

Non-cash items excluded from operating activities	Notes	Annual Budget	YTD Budget (a)	YTD Actual (b)
		$	$	$
Adjustments to operating activities				
Less: Profit on asset disposals		-	-	(16,650)
Movement in liabilities associated with restricted cash		785,190	261,730	138,500
Movement in employee benefit provisions (non-current)		-	-	140,140
Add: Depreciation on assets		33,084,683	11,312,350	11,302,363
Total non-cash items excluded from operating activities		**33,869,873**	**11,574,080**	**11,564,354**

(b) Non-cash items excluded from investing activities

The following non-cash revenue and expenditure has been excluded from investing activities within the Statement of Financial Activity in accordance with Financial Management Regulation 32.

Adjustments to investing activities				
Movement in non current liabilities for transfers to acquire or construct non-financial assets to be controlled by the entity				
Movement in current liabilities for transfers to acquire or construct non-financial assets to be controlled by the entity associated with restricted cash		500,000	500,000	515,428
Total non-cash amounts excluded from investing activities		**500,000**	**500,000**	**515,428**

(c) Adjustments to net current assets in the Statement of Financial Activity

The following current assets and liabilities have been excluded from the net current assets used in the Statement of Financial Activity in accordance with regulation 32 of the Local Government (Financial Management) Regulations 1996 to agree to the surplus/(deficit) after imposition of general rates.

		Actual Closing 30 Jun 2023	Budget Closing 30 Jun 2024	Year to Date 31 Oct 2023
Adjustments to net current assets				
Less: Reserves - restricted cash		(62,819,360)	(50,429,303)	(62,819,360)
Less: Unspent loans		(2,224,772)	(310,134)	(2,005,430)
Less: Inventory		(445,000)	-	(445,000)
Less: Other receivables		(46,142)	-	(23,101)
Add: Borrowings	7	4,925,859	4,709,990	3,382,801
Add: Other liabilities		7,361,650	1,115,424	7,630,033
Add: Lease liability		210,703	1,034,492	312,792
Add: Provisions - employee		4,786,776	5,020,443	4,520,405
Add: Loan Facility offset		-	-	11,000,000
Total adjustments to net current assets		**(48,250,286)**	**(38,859,088)**	**(38,446,860)**

(d) Net current assets used in the Statement of Financial Activity

Current assets				
Cash and cash equivalents	2	82,277,523	69,413,561	97,894,632
Rates receivables	3	2,137,344	3,598,072	40,020,305
Receivables	3	2,040,489	493,585	8,015,965
Other current assets		4,738,743	1,638,336	5,020,651
Less: Current liabilities				
Payables		(19,752,183)	(17,243,936)	(15,072,653)
Borrowings	7	(4,925,859)	(4,709,990)	(3,382,801)
Interest earning liabilities		(705,954)	-	(375,918)
Unspent non-operating grant, subsidies and contributions liability		(6,655,696)	-	(7,309,624)
Lease liabilities		(210,703)	(1,034,492)	(312,792)
Provisions		(10,126,271)	(13,736,516)	(9,887,588)
Less: Total adjustments to net current assets	1(c)	(48,250,286)	(38,859,088)	(38,446,860)
Closing Funding Surplus / (Deficit)		**567,147**	**(440,468)**	**76,163,317**

CURRENT AND NON-CURRENT CLASSIFICATION

In the determination of whether an asset or liability is current or non-current, consideration is given to the time when each asset or liability is expected to be settled. Unless otherwise stated assets or liabilities are classified as current if expected to be settled within the next 12 months, being the Council's operational cycle.

OPERATING ACTIVITIES
NOTE 2
CASH AND INVESTMENTS

	Total Amount	Interest rate	Total Interest Earnings at Maturity Date	Institution	S&P rating	Deposit Date	Maturity Date	Term days
	$	$	$	$				
Cash on hand								
Westpac Municipal Bank Account (inc. Bonds Investments & Notice Savers)	10,946,317	Variable		Westpac	AA-	NA	NA	
	10,946,317							
Municipal Investments								
Muni 10 - 9652-46197	30,531	3.05%	233	ANZ	AA-	1/10/2023	1/01/2024	92
Muni 42 - 98-829-1441	6,323,656	4.90%	75,492	NAB	AA-	16/08/2023	14/11/2023	90
Muni 48 - 33713404	3,157,779	4.92%	38,265	CBA	AA-	22/08/2023	21/11/2023	91
Muni 49 - 97-760-7420	3,156,374	4.90%	38,094	NAB	AA-	21/08/2023	20/11/2023	91
Muni TD WBC 4 - 032-108 472612	3,037,884	5.01%	37,884	Westpac	AA-	22/08/2023	22/11/2023	92
Muni TD WBC 5 - 032-108 472604	3,037,884	5.01%	37,884	Westpac	AA-	22/08/2023	22/11/2023	92
Muni TD WBC 6 - 032-108 485413	3,037,884	5.01%	37,884	Westpac	AA-	29/08/2023	29/11/2023	92
Muni TD WBC 7 - 032-108 485448	3,037,884	5.01%	37,884	Westpac	AA-	29/08/2023	29/11/2023	92
Muni TD WBC 8 - 032-108 530093	3,037,472	5.01%	37,472	Westpac	AA-	19/09/2023	19/12/2023	91
Muni TD WBC 9 - 032-108 530085	3,037,472	5.01%	37,472	Westpac	AA-	19/09/2023	19/12/2023	91
Muni TD WBC 10 - 032-108 530077	3,037,472	5.01%	37,472	Westpac	AA-	19/09/2023	19/12/2023	91
Muni TD WBC 11 - 032-108 530069	3,037,472	5.01%	37,472	Westpac	AA-	19/09/2023	19/12/2023	91
Muni TD WBC 12 - 032-108 596797	3,037,657	4.98%	37,657	Westpac	AA-	24/10/2023	24/01/2024	92
Muni 57 - 33713404.236	3,035,602	4.76%	35,602	CBA	AA-	11/09/2023	11/12/2023	91
Muni 58 - 33713404.238	3,035,602	4.76%	35,602	CBA	AA-	11/09/2023	11/12/2023	91
Muni 59 - 90-282-6450	3,036,275	4.85%	36,275	NAB	AA-	18/09/2023	18/12/2023	91
Muni 60 - 90-271-3501	3,036,275	4.85%	36,275	NAB	AA-	18/09/2023	18/12/2023	91
Muni 61 - 28-662-0829	3,037,052	4.90%	37,052	NAB	AA-	26/09/2023	27/12/2023	92
Muni 62 - 28-054-9216	3,037,052	4.90%	37,052	NAB	AA-	26/09/2023	27/12/2023	92
	58,225,279							
Reserve Investments								
Reserve 42 - 36-976-7906	3,202,860	5.35%	83,222	NAB	AA-	19/06/2023	18/12/2023	182
Reserve 44 - 70-586-3025	3,193,301	4.90%	38,958	NAB	AA-	26/09/2023	27/12/2023	92
Reserve 45 - 70-568-6989	3,228,085	5.10%	79,626	NAB	AA-	26/09/2023	25/03/2024	181
Reserve 47 - B33713404.106	4,257,816	4.72%	50,060	CBA	AA-	16/10/2023	16/01/2024	92
Reserve 48 - B33713404.106	6,366,039	4.72%	74,846	CBA	AA-	16/10/2023	16/01/2024	92
Reserve TD WBC 1 - 032-108 267862	3,406,119	5.06%	42,894	Westpac	AA-	18/10/2023	18/01/2024	92
Reserve TD WBC 2 - 032-108 267897	3,112,924	5.06%	39,202	Westpac	AA-	18/10/2023	18/01/2024	92
Reserve TD WBC 3 - 032-108 267926	3,112,924	5.06%	39,202	Westpac	AA-	18/10/2023	18/01/2024	92
	29,880,070							
Total Municipal and Reserve Funds	**99,051,666**		**1,157,033.83**					

Interest revenue	
Investment Interest Accrued	207,606
Investment Interest Matured	1,002,092
Rates Interest	498,934
	1,708,633

Interest Earned
$1,708,633

Loan Offset Facility	Amount	Interest rate on loans	Interest Saved	YTD Interest Saved
Westpac	11,000,000	6.11%	23,423	92,301

KEY INFORMATION

Cash and cash equivalents include cash on hand, cash at bank, deposits available on demand with banks and other short term highly liquid investments highly liquid investments with original maturities of twelve months or less that are readily convertible to known amounts of cash and which are subject to an insignificant risk of changes in value and bank overdrafts. Bank overdrafts are reported as short term borrowings in current liabilities in the statement of net current assets.

The local government classifies financial assets at amortised cost if both of the following criteria are met:
- the asset is held within a business model whose objective is to collect the contractual cashflows, and
- the contractual terms give rise to cash flows that are solely payments of principal and interest.

Total Municipal Cash	Unrestricted
$110.05 M	**$80.17 M**

OPERATING ACTIVITIES
NOTE 3
RECEIVABLES

Rates Receivable	30-Jun-23	31-Oct-22	31 Oct 23
	$		$
Opening Arrears Previous Years	2,028,200	2,028,200	1,925,935
Rates levied	87,363,981	86,934,024	92,773,434
Less - Collections to date	(87,466,245)	(61,762,080)	(55,257,850)
Equals Current Outstanding	**1,925,935**	**27,200,143**	**39,441,519**
Net Rates Collectable	**1,925,935**	**27,200,143**	**39,441,519**
% Collected	97.8%	69.4%	58.4%

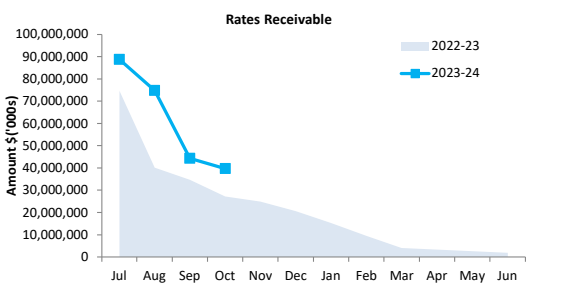
Receivables - General	31-Oct-22	Current	30 Days	60 Days	90+ Days	31 Oct 23
	$	$	$	$	$	$
Balance per Trial Balance						
Sundry receivable	1,821,740	519,547				519,547
Recreation Centres	186,928	137,452				137,452
Mandurah Ocean Marina	225,945	(121,242)				(121,242)
GST receivable	615,093	514,174				514,174
Allowance for impairment of receivables	(210,870)	(192,969)				(192,969)
Infringements	887,288	868,853				868,853
Pensioners rates and ESL deferred	3,822,697	4,278,508				4,278,508
Other Receivables	1,050,645	2,011,642				2,011,642
Total Receivables General Outstanding	**8,399,466**	**8,015,965**	**0**	**0**	**0**	**8,015,965**
Percentage		100%	0%	0%	0%	

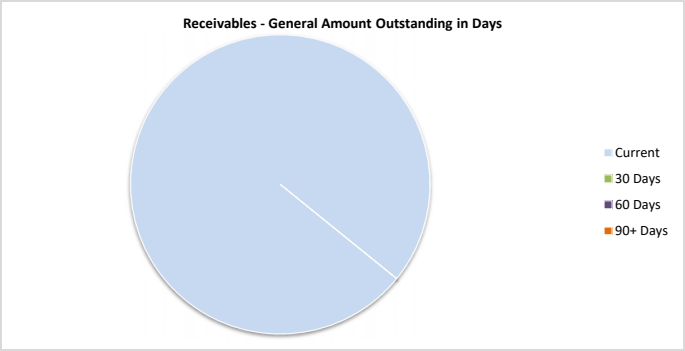
New Aged Debtor reporting functions being developed post Phase 2 implementation

	31 Oct 22	31 Oct 23
- No. of Legal Proceedings Commenced for the financial year	4	0
- No. of properties > $10,000 outstanding	26	20
- No. of properties between $3,000 and $10,000 outstanding	164	107
- Value of Rates Concession	69,766	49,775
- Value of Rates Exemptions	2,027,889	2,222,551

KEY INFORMATION

Rates and other receivables include amounts due from ratepayers for unpaid rates and service charges and other amounts due from third parties for goods sold and services performed in the ordinary course of business. Receivables expected to be collected within 12 months of the end of the reporting period are classified as current assets. All other receivables are classified as non-current assets. Collectability of rates and other receivables is reviewed on an ongoing basis. Other receivables that are known to be uncollectible are written off when identified. An allowance for doubtful debts is raised when there is objective evidence that they will not be collectible.





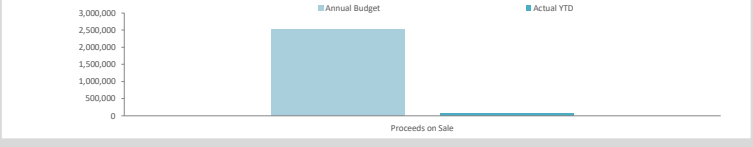
Collected	Rates Due
58.4%	$39,441,519

Debtors Due	Over 30 Days	Over 90 Days
$8,015,965	0%	0%

OPERATING ACTIVITIES
NOTE 4
DISPOSAL OF ASSETS

			Budget				YTD Actual			
Asset	Asset ID	Asset Owner	Net Book Value	Proceeds	Profit	(Loss)	Net Book Value	Proceeds	Profit	(Loss)
			$	$	$	$	$	$	$	$
Land										
Land			1,000,000	1,000,000	0	0	0	0	0	0
					0	0	0	0		
Light Passenger Vehicles - Replacement										
SUBARU XV MH9971A	C00219	Safety	11,624	11,624	0	0	0	0	0	0
MITSUBISHI MIRAGE MH7413A	C00518	Youth Development	7,452	7,452	0	0	0	0	0	0
TOYOTA RAV4 MH2547B	C01220	Library & Heritage	17,338	17,338	0	0	0	0	0	0
SUBARU IMPREZA MH9953A	C01320	City Build	13,014	13,014	0	0	0	0	0	0
SUBARU XV MH1502B	C01420	Development & Compliance	13,862	13,862	0	0	0	0	0	0
HYUNDAI SANTE FE MH7641A	C01718	Design & Development	14,419	14,419	0	0	0	0	0	0
TOYOTA COROLLA MH2651B	C02320	Engineering Services	14,261	14,261	0	0	0	0	0	0
KIA SPORTAGE MH2372B	C02620	Ranger Services	17,166	17,166	0	0	0	0	0	0
TOYOTA RAV4 MH1084B	C04419	Project Management	12,282	12,282	0	0	0	0	0	0
KIA SPORTAGE MH1224B	C05619	Health Services	12,882	12,882	0	0	0	0	0	0
TOYOTA RAV4 MH1625B	C06319	Seniors	15,692	15,692	0	0	0	0	0	0
TOYOTA RAV4 MH2284B	C07119	Development & Compliance	17,152	17,152	0	0	0	0	0	0
HYUNDAI TUSCON MH1056B	C07919	Engineering Services	12,440	12,440	0	0	0	0	0	0
SUBARU XV MH0363B	C08019	Landscape Services	14,335	14,335	0	0	0	0	0	0
SUBARU XV 2.0I-L MH8534A	C07519		0	0	0	0	13,775	19,885	6,110	0
Light Commercial Vehicles - Replacement										
ISUZU D'MAX MH3051B	U00320	Health Services	22,682	22,682	0	0	0	0	0	0
FORD RANGER MH1911B	U00719	Parks Central	19,991	19,991	0	0	0	0	0	0
HOLDEN COLORADO MH2348B	U02220	Survey Services	21,959	21,959	0	0	0	0	0	0
ISUZU D'MAX MH9162A	U02919	Parks Natural Areas	16,946	16,946	0	0	0	0	0	0
FORD RANGER MH2737B	U03220	Ranger Services	24,053	24,053	0	0	0	0	0	0
TOYOTA HIACE MH1075B	U03919	City Maintenance	14,882	14,882	0	0	0	0	0	0
ISUZU D'MAX MH1575B	U05119	Infrastructure Management	15,699	15,699	0	0	0	0	0	0
ISUZU D'MAX MH3052B	U05220	Parks Assets	22,591	22,591	0	0	0	0	0	0
ISUZU D'MAX MH2729B	U05320	City Traffic	19,894	19,894	0	0	0	0	0	0
FORD RANGER MH2485B	U05419	Parks Central	20,955	20,955	0	0	0	0	0	0
ISUZU D'MAX MH2211B	U05820	Parks Central	19,295	19,295	0	0	0	0	0	0
ISUZU D'MAX MH3056B	U05920	Parks Assets	22,671	22,671	0	0	0	0	0	0
ISUZU D'MAX MH4523B	U06520	Parks Assets	22,670	22,670	0	0	0	0	0	0
HOLDEN COLORADO MH2301B	U06919	Ranger Services	19,198	19,198	0	0	0	0	0	0
FORD RANGER MH2017B	U07319	Development & Compliance	20,393	20,393	0	0	0	0	0	0
FORD RANGER MH0619B	U07719	Civil Construction	21,856	21,856	0	0	0	0	0	0
FORD RANGER MH2014B	U08120	Waterways	23,903	23,903	0	0	0	0	0	0
HOLDEN COLORADO LS MH9619A	U01218		0	0	0	0	17,910	23,521	5,611	0
MITSUBISHI TRITON GLX MH8327A	U07918		0	0	0	0	14,728	19,657	4,929	0
Trucks & Buses Replacements										
Hino 300-616-KEVREK-K550	T045	City Fleet	23,373	23,373	0	0	0	0	0	0
Hino T003 - MH252U-HINO - 917 300	T003	Parks North	26,912	26,912	0	0	0	0	0	0
Hino 917 3	T008	Parks North	26,674	26,674	0	0	0	0	0	0
Hino 917 3	T021	Parks Central	26,912	26,912	0	0	0	0	0	0
Hino 300-917-KEVREK-1500	T024	Civil Construction	25,804	25,804	0	0	0	0	0	0
Hino 917 3	T033	Parks Central	26,674	26,674	0	0	0	0	0	0
MERCEDES SPRINTER	C00718	Seniors	49,486	49,486	0	0	0	0	0	0
Hino 917 3	T011	Parks Natural Areas	26,674	26,674	0	0	0	0	0	0
Trailers										
Park Body Boxtop Tipping	V048	Parks Assets	2,201	2,201	0	0	0	0	0	0
Parks & Mowers										
Kubota OUTFRONT MOWER 72 F369	M00219	Parks North	19,173	19,173	0	0	0	0	0	0
Kubota OUTFRONT MOWER 72 F369	M03416	Parks South	6,667	6,667	0	0	0	0	0	0
Kubota OUTFRONT MOWER 60 F369	M01619	Parks North	18,879	18,879	0	0	0	0	0	0
Toro ZERO TURN	M02620	Parks South	12,704	12,704	0	0	0	0	0	0
Kubota OUTFRONT MOWER 60 F369	M01019	Parks North	8,910	8,910	0	0	0	0	0	0
Kubota OUTFRONT MOWER 72 F369	M02419	Parks North	8,063	8,063	0	0	0	0	0	0
Toro ZERO TURN- ELECTRIC MOWER	M03219	Parks Central	20,597	20,597	0	0	0	0	0	0
Minor Equipment >$5000										
Miscellaneous Equipment										
Honda 60HP OUTBOARD	P605	Built & Natural Environment	4,671	4,671	0	0	0	0	0	0
Unimec - Roller pedestrian W71A	P61216	Built & Natural Environment	3,168	3,168	0	0	0	0	0	0
Unimec - Roller pedestrian W71A	P61316	Built & Natural Environment	5,990	5,990	0	0	0	0	0	0
Plant disposals carried over from 2022/23 budget:										
Light Passenger Vehicles - Replacement										
TOYOTA RAV4 CV	C06018	Building and Compliance	14,891	14,891	0	0	0	0	0	0
TOYOTA RAV4 CV	C06218	Landscape Services	13,088	13,088	0	0	0	0	0	0
TOYOTA PRIUS-C	C07019	Youth	12,400	12,400	0	0	0	0	0	0
Light Commercial Vehicles - Replacement										
FORD RANGER PU MK11	U07518	City Works - Civil Construction	21,365	21,365	0	0	0	0	0	0
ISUZU D'MAX SX	U07618	Marina and Waterways	17,094	17,094	0	0	0	0	0	0
FORD RANGER PX	U04318	City Maintenance - Civil	21,848	21,848	0	0	0	0	0	0
Trucks & Buses Replacements										
HINO - FG1628 5	T006	City Maintenance - Civil	44,376	44,376	0	0	0	0	0	0
HINO-500-FG1628-HIAB-088	T026	City Maintenance - Civil	48,954	48,954	0	0	0	0	0	0
NISSAN - PK16 28	T002	City Works - Civil Construction	44,443	44,443	0	0	0	0	0	0
HINO-300-716-KEVREK-1000	T005	City Maintenance - Civil	35,985	35,985	0	0	0	0	0	0
HINO-300-716-KEVREK-1500	T007	City Maintenance - Civil	35,985	35,985	0	0	0	0	0	0
Trailers										
Parks & Mowers										
KUBOTA - OUTFRONT MOWER 60	M03119	Cityparks Assets	12,253	12,253	0	0	0	0	0	0
KUBOTA - OUTFRONT MOWER 60 F369	M03018	Cityparks South	10,853	10,853	0	0	0	0	0	0
M03618 - KUBOTA - OUTFRONT MOWER 72 F369	M03618	Cityparks North	10,853	10,853	0	0	0	0	0	0
KUBOTA - OUTFRONT MOWER 72 F369	M02118	Cityparks Central	10,853	10,853	0	0	0	0	0	0
KUBOTA - OUTFRONT MOWER 72 CAB	M01419	Cityparks Assets	18,113	18,113	0	0	0	0	0	0
TORO - ZERO TURN 72	M02219	Cityparks South	20,094	20,094	0	0	0	0	0	0
TORO - ZERO TURN 72	M01119	Cityparks Central	20,094	20,094	0	0	0	0	0	0
TORO - ZERO TURN 72	M00419	Cityparks Assets	20,795	20,795	0	0	0	0	0	0
JOHN DEERE - OUTFRONT MOWER 60I	M02717	Cityparks Assets	13,044	13,044	0	0	0	0	0	0
Minor Equipment >$5000										
Construction Vehicles - Replacement										
KOMATSU WHEEL LOADER	G004	Works Construction	109,579	109,579	0	0	0	0	0	0
Plant disposals from 2021/22 budget:										
Light Passenger Vehicles - Replacement										
Light Commercial Vehicles - Replacement										
KOMATSU WHEEL LOADER	G005	Works Construction	65,410	65,410	0	0	0	0	0	0
Construction Vehicles - Replacement										
Trailers										
Parks & Mowers										
TORO ZERO TURN 60" SD DECK	M00117	Parks Central	12,000	12,000	0	0	0	0	0	0
TORO ZERO TURN 72$ RD DECK	M01817	Parks South	7,643	7,643	0	0	0	0	0	0
			2,529,095	**2,529,095**	**0**	**0**	**46,413**	**63,063**	**16,650**	**0**

KEY INFORMATION



Proceeds on Sale		
Annual Budget	YTD Actual	%
$2,529,095	$63,063	2%

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 OCTOBER 2023

NOTE 5
TENDERS/QUOTES AWARDED FOR THE MONTH

CEO delegation – accepted/rejected tenders during the month
Awarded under Financial Authorisation $250,000 and above

Tender code	Tender Description	Company Awarded to	Contract Term	Contract Amount
T08-2023	Supply and Delivery of Concrete Drainage Products	Access Icon Pty Ltd T/A Cascada	Two years with one option to extend for a further two years	$969,629 (ex GST) for the term of the contract
T18-2023	Ormsby Terrace Building Office Refurbishment – Stage One	Hoskins Investments Pty Ltd ATF M R Hoskins Family Trust T/A AE Hoskins Building Services	Project Completion	$619,250.73 (ex GST)
T11-2023	The Provision of Locksmith Services	Division Holdings Pty Ltd t/as Prestige Lock Services	One year with two options to extend for a further one year each	$315,000 (ex GST) for the term of the contract
T23-2023	Christmas Lights Trail Installation, Removal and Maintenance 2023	Murray District Electrical Pty Ltd ATF The Badenhorst Family Trust T/A Murray District Electrical	For a period of 01 November 2023 to 01 April 2024 or upon completion of the supply of the requirements	$400,000 (ex GST)
T19-2023	Events Infrastructure and Equipment Hire	Declines to accept all tenderers	N/A	N/A

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 OCTOBER 2023

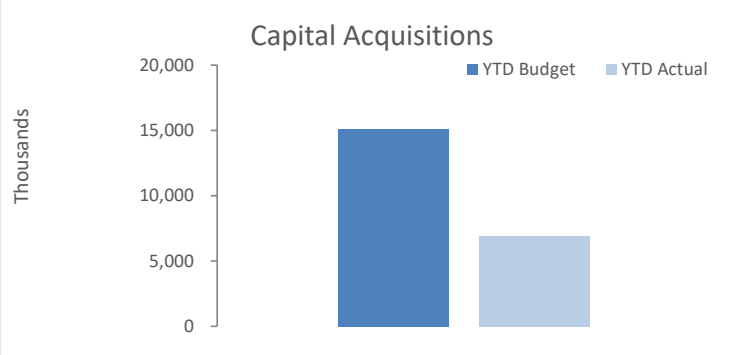
INVESTING ACTIVITIES
NOTE 6
CAPITAL ACQUISITIONS

Capital Acquisitions	Adopted Budget	Annual Budget	YTD Budget	YTD Actual	YTD Actual Variance
	$		$	$	$
Buildings	11,570,935	13,925,778	3,665,511	1,911,188	(1,754,323)
Equipment	41,461	41,461	29,161	17,686	(11,475)
Machinery	5,880,134	5,880,134	1,960,045	272,536	(1,687,509)
Infrastructure - Roads	15,048,273	14,765,380	4,437,508	2,554,419	(1,883,090)
Bridges	-	74,415	24,805	27,576	2,771
Parks	12,905,737	13,183,590	4,596,661	1,670,806	(2,925,855)
Drainage	692,325	632,092	195,086	377,240	182,154
Coastal & Estuary	334,856	443,552	161,790	71,449	(90,342)
Other Infrastructure	328,001	184,204	24,735	25,682	947
Capital Expenditure Totals	**46,801,721**	**49,130,606**	**15,095,303**	**6,928,582**	**(8,166,721)**
Capital Acquisitions Funded By:					
	$		$	$	$
Borrowings	**8,870,793**	**9,092,511**	**-**	**-**	-
Other (Disposals & C/Fwd)	**1,529,095**	**1,529,095**	**509,698**	**63,063**	(446,636)
Cash Backed Reserves					
Building Reserve	**389,407**	**123,917**	**-**	**-**	-
Asset Management Reserve	**8,082,620**	**10,332,825**	**-**	**-**	-
Sustainability Reserve	**50,000**	**70,762**	**-**	**-**	-
Sanitation Reserve	**570,616**	**581,939**	**-**	**-**	-
City Centre Land Acquisition Reserve	**-**	**20,023**		**0**	0
Plant Reserve	**2,537,422**	**2,537,422**	**-**	**-**	-

SIGNIFICANT ACCOUNTING POLICIES

All assets are initially recognised at cost. Cost is determined as the fair value of the assets given as consideration plus costs incidental to the acquisition. For assets acquired at no cost or for nominal consideration, cost is determined as fair value at the date of acquisition. The cost of non-current assets constructed by the local government includes the cost of all materials used in the construction, direct labour on the project and an appropriate proportion of variable and fixed overhead. Certain asset classes may be revalued on a regular basis such that the carrying values are not materially different from fair value. Assets carried at fair value are to be revalued with sufficient regularity to ensure the carrying amount does not differ materially from that determined using fair value at reporting date.

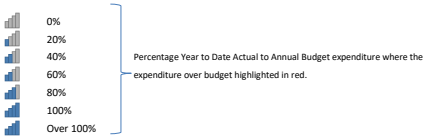
KEY INFORMATION



Acquisitions	Annual Budget	YTD Actual	% Spent
	$49.13 M	**$6.93 M**	**14%**

Capital Grant	Annual Budget	YTD Actual	% Received
	$15.17 M	**$.9 M**	**6%**

Capital Expenditure Total
Level of Completion Indicators



Level of completion indicator, please see table at the end of this note for further detail.

	Account Description	Adopted Budget	Annual Budget	YTD Budget	YTD Actual	Remaining Unspent Funds	Comment
	Land						
	Buildings						
	750686 22-23 Enhancements to Reserve Changerooms	23,300	41,205	13,735	0	41,205	Construction complete. Finances to be finalised.
	750688 22-23 MPAC Internal Refurb	55,000	55,000	18,333	71,785	(16,785)	Design only. Budget variation included in the financial report.
	750689 Works & Services Building Refurb	555,376	655,376	218,459	8,504	646,872	Construction to commence Q3.
	750690 Install walls and roof to the Camera Deck at Rushton Main	15,500	15,500	5,167	0	15,500	Design complete. Construction on hold.
	750694 Tims Thicket Waste Facility - Decommissioning	10,000	10,000	3,333	0	10,000	Construction to commence Q4.
	750695 WMC - Upgrade Fire Fighting Infrastructure	150,000	150,000	50,000	0	150,000	Construction to commence Q3.
	750696 MPAC - External Steelwork	85,000	85,000	28,333	0	85,000	Construction to commence Q3.
	750702 Civic Building Roof Renewal	66,065	100,665	33,555	43,025	57,640	Design complete.
	750706 Mandurah Community Museum Roof & Gutters	34,326	67,157	22,386	0	67,157	Construction complete. Finances to be finalised.
	750708 MARC Sauna Expansion & Refurbishment	35,000	35,000	11,667	34,884	117	Construction 95% complete.
	750710 PBSLSC - External Steelwork Painting	30,000	30,000	10,000	3,465	26,535	Construction to commence Q2.
	750712 Refurbishment of Billy Dower Youth Centre	45,000	46,500	15,500	0	46,500	Construction to commence Q3.
	750655 MARC Leisure Pool Acoustics	307,400	307,400	102,467	0	307,400	Construction to commence Q3.
	750647 Dawesville Community Centre	489,370	418,170	139,390	30,585	387,585	Refer to Financial Report, Key Capital Projects table.
	750657 MPAC Internal Refurb	27,793	26,553	8,851	5,766	20,788	Construction complete. Finances to be finalised.
	750660 WMC Tipping Shed	142,616	153,939	51,313	0	153,939	Construction to commence Q3.
	750661 Works & Services Building Refurb	102,805	82,920	27,640	69,785	13,135	Construction complete. Finances to be finalised.
	750679 Solar Plan 2021/22	45,260	45,260	15,087	46,020	(760)	Construction complete. Finances to be finalised.
	750678 ManPAC RVIF Lighting	266,755	216,283	72,094	9,825	206,458	Construction complete. Finances to be finalised.
	750681 MARC Roof Repairs	3,860,829	6,034,628	2,011,543	906,388	5,128,240	Refer to Financial Report, Key Capital Projects table.
	750726 Changing Places Eastern Foreshore Mandurah	140,075	140,075	46,692	0	140,075	Construction 20% complete.
	750729 MPAC Fly Tower and Auditorium Facade Cladding and Roof	98,611	89,731	29,910	54,680	35,051	Design only.
	750730 Falcon eLibrary Air Conditioning	144,643	92,554	30,851	5,925	86,630	Construction complete. Finances to be finalised.
	750754 23-24 Administration Centre - HVAC Renewal Design	112,421	112,421	12,421	12,421	100,000	Design only.
	750738 23-24 Automatic Transfer Switch for the MARC Generator	56,175	56,175	28,398	6,175	50,000	Construction to commence Q2.
	750733 23-24 Cinema HVAC Replacement	224,710	224,710	24,710	25,430	199,280	Design only.
	750732 23-24 Dawesville Community Centre	2,247,318	2,247,318	247,318	248,044	1,999,274	Refer to Financial Report, Key Capital Projects table.
	750734 23-24 Enhancements to Reserve Changerooms (unisex amenities)	112,421	112,421	12,421	12,421	100,000	Construction to commence Q3.
	750740 23-24 MPAC Flytower Roof and Cladding Renewal	168,597	168,597	68,597	23,097	145,500	Construction to commence Q2.
	750735 23-24 MPAC Minor Renewal & Upgrade Works	337,131	337,131	37,131	37,131	300,000	Construction to commence Q3.
	750737 23-24 Solar Plan	56,175	56,175	6,175	6,175	50,000	Construction to commence Q2.
	750741 23-24 BR Avalon Foreshore Ablution Building Renewal (Design)	45,850	45,850	19,183	5,850	40,000	Design only.
	750742 23-24 BR Billy Dower Youth Centre Flooring	41,561	41,561	4,561	4,561	37,000	Construction to commence Q3.
	750743 23-24 BR EMCC - Mandurah Community Centre Flooring	129,247	129,247	14,247	14,247	115,000	Construction to commence Q3.
	750744 23-24 BR EMCC - Tuart Avenue Building Flooring	59,528	59,528	6,528	6,528	53,000	Construction to commence Q3.
	750745 23-24 BR Falcon Library Flooring	48,267	48,267	5,267	5,267	43,000	Construction to commence Q3.
	750746 23-24 BR Falcon Library HVAC	56,175	56,175	22,842	7,975	48,200	Construction to commence Q2.
	750747 23-24 BR Lions Club of Mandurah Flooring	20,179	20,179	2,179	2,179	18,000	Project is not proceeding in 2023-24.
	750748 23-24 BR Mandurah Bowling and Recreation Club Flooring	33,723	33,723	3,723	3,723	30,000	Construction to commence Q3.
	750749 23-24 BR Mandurah Community Museum House Flooring	28,088	28,088	3,088	3,088	25,000	Construction to commence Q3.
	750750 23-24 BR Rushton Park Stadium Flooring	157,335	157,335	17,335	17,335	140,000	Construction to commence Q3.
	750751 23-24 BR Rushton Park North Pavilion Roof	393,307	393,307	43,307	43,307	350,000	Construction to commence Q3.
	750752 23-24 BR Civic Centre HVAC & Roof (Design)	231,117	231,117	26,673	1,117	230,000	Design only.
	750753 23-24 Site Main Switchboard Program	56,175	56,175	6,175	6,175	50,000	Ongoing Program 2023/24.
	750756 23-24 MPAC HVAC Renewal (Design)	224,710	224,710	24,710	24,710	200,000	Design only.
	750700 Administration Building - Foyer Upgrade	0	20,823	6,941	2,650	18,173	Construction complete.
	750671 Mandurah Library Roofing Project 21/22	0	21,150	7,050	1,752	19,398	Construction complete.
	750687 22-23 LED Buildings Plan	0	20,762	6,921	27,777	(7,014)	Construction complete. Budget variation included in the financial report.
	750705 22-23 Mandurah Community House	0	16,587	5,529	2,916	13,671	Construction complete. Finances to be finalised.
	750757 MMFNC Mustangs Reimbursement - CSRFF	0	47,106	15,702	47,106	0	Complete.
	750758 PBSRC Small Grants - CSRFF	0	45,832	15,278	0	45,832	Construction to commence Q2.
	750725 Other Buildings Renewal	0	14,390	4,797	21,395	(7,005)	Construction complete. Overspend being investigated.
	Bridges						
	880002 Leschenault-Madora Bay Pedestrian Bridge	0	74,415	24,805	27,525	46,890	Design only.

Level of completion indicator, please see table at the end of this note for further detail.

	Account Description		Adopted Budget	Annual Budget	YTD Budget	YTD Actual	Remaining Unspent Funds	Comment
	Parks							
	700516	Yalgorup National Park	381,719	381,719	127,240	0	381,719	Consultant work underway.
	700547	Tickner Reserve Playground	45,000	45,000	15,000	47,059	(2,059)	Construction complete.
	700498	Tickner Reserve Final Stage	70,374	70,374	23,458	39,751	30,623	Construction complete.
	700545	Suncrest Meander Playground	35,000	35,000	11,667	37,641	(2,641)	Construction complete.
	700535	St Ives Boardwalk	94,167	94,167	31,389	8,676	85,491	Construction to commence Q2.
	700533	2022-23 South Harbour Paving Upgrades	64,046	70,148	23,383	15,465	54,682	Construction to commence Q2.
	700536	Seascapes boardwalk, steps lookout node	282,503	282,503	94,168	26,647	255,856	Construction complete. Finances to be finalised.
	700566	Bruce Cresswell Reserve Stage 1 of 2	130,020	130,133	43,378	16,816	113,317	Construction 5% complete.
	700534	Riverside Boardwalk	93,901	93,901	31,300	10,524	83,377	Construction complete. Finances to be finalised.
	700494	Pleasant Grove Foreshore	64,132	64,133	21,378	6,783	57,349	Construction complete. Finances to be finalised.
	700529	Observation Deck, Watersun Drive	87,000	87,000	29,000	0	87,000	Construction 95% complete.
	700521	Lakes Lawn Cemetery - Plinths and Irrigation Upgrade	33,528	24,840	8,280	0	24,840	Construction complete. Finances to be finalised.
	700548	Karri Karri Pass Playground	45,000	45,000	15,000	47,996	(2,996)	Construction complete.
	700523	Kangaroo Paw Park	34,492	67,142	22,381	37,578	29,564	Construction complete. Finances to be finalised.
	700530	Falcon Bay Stage 5 of 5	377,929	376,849	125,616	52,857	323,992	Construction to commence Q2.
	700518	Eastport Foreshore Upgrade	148,534	135,341	45,114	20,482	114,858	Construction 30% complete.
	700515	Mandurah Netball Feasibility Study - CSRFF	35,704	35,704	11,901	0	35,704	Feasibility study in progress.
	700480	Central Irrigation Management System Renewal	90,000	90,000	30,000	0	90,000	Construction to commence Q3.
	700478	Meadow Springs Golf Course Fence	40,000	40,000	13,333	0	40,000	Construction to commence Q3.
	700544	Central Irrigation Management System	90,000	90,000	30,000	0	90,000	Construction to commence Q3.
	700546	Bruce Cresswell Reserve Playground	49,800	49,800	16,600	53,041	(3,241)	Construction complete.
	700549	Bortolo Reserve Playground	52,390	52,390	17,463	55,204	(2,815)	Construction complete.
	700485	Bortolo Park Drainage Basin	23,228	15,254	5,085	859	14,396	Construction 90% complete.
	700531	2022-23 Falcon Reserve Activation Plan - Implementation	27,990	23,994	7,998	6,311	17,684	Construction 90% complete.
	700514	Bortolo Fire Track Water Infrastructure	18,877	18,149	6,050	6,468	11,681	Construction to commence Q3.
	700582	23-24 Bin Enclosures Upgrade	58,131	58,131	24,798	8,131	50,000	Construction to commence Q2.
	700580	23-24 Blythwood Reserve	332,257	332,257	132,257	50,029	282,228	Construction to commence Q2.
	700575	23-24 Coodanup Foreshore	1,379,218	1,379,218	654,218	287,279	1,091,938	Refer to Financial Report, Key Capital Projects table.
	700577	23-24 Merlin Street Activation Plan - Implementation	417,234	417,234	47,234	47,234	370,000	Construction to commence Q3.
	700583	23-24 North Mandurah Irrigation Water Supply	182,234	182,234	36,401	7,234	175,000	Construction to commence Q2.
	700584	23-24 BMX/Pump Track Renewal	83,248	83,248	56,581	3,248	80,000	Construction to commence Q2.
	700581	23-24 Wilderness Reserve	537,192	537,192	37,192	41,401	495,791	Construction to commence Q3.
	700585	23-24 BW Henson St Beach Access	138,781	138,781	55,181	13,381	125,400	Construction to commence Q3.
	700586	23-24 BW Warrungup Spring Reserve Boardwalk (Design)	27,699	27,699	22,144	17,699	10,000	Design only.
	700587	23-24 BW Westview Parade Foreshore Boardwalk Renewal	25,243	25,243	16,763	12,522	12,721	Construction to commence Q2. Budget variation included in the financial report.
	700593	23-24 Irrigation Renewal Program	90,435	90,435	60,435	435	90,000	Ongoing Program 2023/24.
	700613	23-24 Parks and Reserves Signage New	40,998	40,998	14,331	998	40,000	Construction to commence Q2.
	700594	23-24 PR BBQ Renewal Program	215,841	215,841	145,539	4,935	210,906	Ongoing Program 2023/24.
	700595	23-24 PR Falcon Reserve	34,751	34,751	23,751	1,751	33,000	Construction to commence Q2.
	700596	23-24 PR Parks Furniture Renewal	28,965	28,965	12,365	14,385	14,580	Construction to commence Q3.
	700597	23-24 PR Performing Arts Centre - Retaining Wall	48,726	48,726	4,626	11,918	36,808	Construction to commence Q2.
	700598	23-24 PR Quandong Reserve	89,636	89,636	2,636	2,636	87,000	Construction to commence Q3.
	700599	23-24 PR Rushton Park	51,313	51,313	18,313	1,813	49,500	Construction to commence Q2.
	700600	23-24 PR Synthetic Turf Renewal	42,186	42,186	14,186	186	42,000	Construction to commence Q2.
	700601	23-24 PGR Abraham France	12,540	12,540	4,640	4,640	7,900	Construction to commence Q3.
	700602	23-24 PGR Blythwood Reserve	54,826	54,826	13,159	4,826	50,000	Construction to commence Q2.
	700603	23-24 PGR Coodanup Community Centre	39,064	39,064	4,764	4,764	34,300	Construction to commence Q3.
	700604	23-24 PGR Floribunda Park Stage 1	36,702	36,702	4,702	4,702	32,000	Construction to commence Q3.
	700605	23-24 PGR Montego Reserve	57,831	57,831	4,831	4,831	53,000	Construction to commence Q3.
	700606	23-24 SF Catapillar Park	21,283	21,283	21,283	17,678	3,605	Construction complete.
	700607	23-24 SF Floribunda Park	43,345	31,778	1,345	1,345	30,433	Construction to commence Q3.
	700608	23-24 SF Keith Holmes Reserve	27,183	38,750	1,283	1,283	37,467	Construction to commence Q2.
	700610	23-24 Drinking Fountain Renewal	26,000	26,000	8,667	0	26,000	Construction to commence Q2.
	700611	23-24 FR Fisheries Boatshed (Soldiers Cove Terrace)	12,602	12,602	5,439	1,858	10,744	Construction to commence Q2.
	700612	23-24 FR Island Point	91,330	67,460	24,173	2,530	64,930	Construction to commence Q2.
	700588	23-24 FR Orion Reserve	10,858	10,858	4,858	1,858	9,000	Construction to commence Q2.
	700589	23-24 FR Rushton Park - Tennis Centre	129,107	129,107	44,917	4,093	125,014	Construction to commence Q3.
	700590	23-24 FR Sabina DR Foreshore & Madora Bay Karinga Foreshore	60,930	60,930	60,930	2,780	58,150	Construction to commence Q2.
	700591	23-24 FR San Remo Beach & Eros Reserve	39,706	39,706	39,706	2,656	37,050	Construction to commence Q2.
	700592	23-24 FR Watersun Beach	86,043	86,043	86,043	2,168	83,875	Construction to commence Q2.
	930045	23-24 Major Public Artworks	90,000	90,000	90,000	0	90,000	Ongoing Program 2023/24.
	700615	23-24 SF Badgerup Park	60,669	60,669	60,669	51,744	8,925	Construction complete. Finances to be finalised.
	700616	23-24 Missing Person Memorial Mandurah Upgrade	20,000	20,000	20,000	0	20,000	Construction to commence Q3.
	700619	23-24 Dawesville Channel SE Foreshore Upgrade Stage 1	825,136	825,136	158,470	75,136	750,000	Construction to commence Q2.
	700519	22-23 South East Dawesville - Boundary	0	11,835	3,945	154	11,681	Construction complete. Finances to be finalised.
	700527	22-23 Mandurah Ocean Marina Bocce Court	0	20,000	6,667	16,924	3,077	Construction complete. Finances to be finalised.
	700532	22-23 Merlin Street Activation Plan	0	27,769	9,256	31,229	(3,460)	Design only. Overspend being investigated.
	700621	Replacement of Shade Sail - Marina Chalets	0	17,640	17,640	17,640	1	Construction complete.
	700622	Milgar Reserve BMX Starting Gate	0	114,000	38,000	0	114,000	Construction to commence Q2.
	700623	Thompson Street Netball Court Resurface	0	120,000	40,000	0	120,000	Construction to commence Q2.
	Roads							
	501130	City Centre Streetscape Upgrades	100,000	120,023	40,008	0	120,023	Design only.
	501	Dawesville Channel [illegible] Foreshore Upgrade	141,150	140,850	46,950	1,200	139,650	Design only.

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501135	Resurface of the Driveway to the Mandurah Tennis Club	16,327	16,327	5,442	0	16,327	Construction to commence Q3.
501136	Senior Citizens Carpark	100,000	99,287	33,096	45,268	54,019	Construction 95% complete.
501137	Torcello Mews Canal PAW Renewal	30,421	30,421	10,140	0	30,421	Construction complete in 2022-23.
501139	WMC - Upgrade Recycling Area Stage 1	20,000	20,000	6,667	0	20,000	Construction to commence Q4.
501116	SP Pleasant Grove POS	38,707	38,707	12,902	18,276	20,430	Construction complete. Finances to be finalised.
501142	SL Light pole replacement	104,198	104,198	34,733	0	104,198	Ongoing Program 2023/24.
501148	RR Olive Road	151,512	70,071	23,357	63,401	6,670	Construction 95% complete.
501169	RS Stock Road, Parklands	48,200	48,200	16,067	0	48,200	Construction to commence Q3.
501113	SP Halls Head PSP	773,890	644,722	214,907	961,745	(317,023)	Construction 85% complete. Overspend being investigated.
501175	22-23 TM Discretional Traffic Management	70,733	67,936	22,645	61,269	6,667	Construction complete. Finances to be finalised.
501127	Falcon Reserve Activation Plan - Stage 3	57,826	171,147	57,049	147,570	23,577	Construction 95% complete.
501089	RC Peel Street Stage 3	1,343,906	996,061	332,020	181,009	815,052	Construction 85% complete.
501181	TM Estuary Road Delineation	27,672	8,399	2,800	8,355	44	Construction complete.
501182	SL Old Coast Road/McLarty Road/Leeward Road Ent	43,526	39,180	13,060	0	39,180	Construction to commence Q3.
501183	SL Lakes Road/Murdoch Drive	84,977	80,632	26,877	0	80,632	Construction to commence Q3.
501129	Trails Project	696,345	720,161	240,054	190,205	529,956	Consultant work underway.
500016	Smart Street Mall Upgrade	701,274	699,173	61,274	61,274	637,899	Construction to commence Q3.
501187	23-24 Dawesville Channel SE Foreshore Upgrade	20,829	10,829	10,829	10,829	0	Design only.
501247	23-24 Ormsby Terrace Car Park	68,037	68,037	51,370	48,037	20,000	Design only.
501248	23-24 Sutton Farm - Car Parking	113,680	113,680	55,347	43,680	70,000	Design only.
501188	23-24 WMC Road Reseal	49,100	49,100	9,100	9,100	40,000	Construction to commence Q3.
501191	23-24 CP Stewart Street	48,489	48,489	19,156	4,489	44,000	Construction to commence Q3.
501192	23-24 SP Falcon Coastal Shared Path - Stage 1	1,160,653	1,160,653	60,653	60,653	1,100,000	Refer to Financial Report, Key Capital Projects table.
501193	23-24 TM Clarice St	244,671	244,671	24,671	24,671	220,000	Construction to commence Q3.
501194	23-24 TM Mandurah Tce/Adonis Rd	70,455	70,455	32,015	12,795	57,660	Construction to commence Q3.
501195	23-24 TM Meadow Springs Drive Bridge	51,437	51,437	15,881	11,437	40,000	Design only.
501196	23-24 TM Wanjeep St	422,616	422,616	290,949	27,616	395,000	Construction to commence Q3.
501197	23-24 TM White Hill Road	570,743	570,742	276,298	40,743	530,000	Construction to commence Q2.
501199	23-24 RR Guillardon Tce/Karringa Rd	481,047	481,047	181,047	31,047	450,000	Construction to commence Q3.
501200	23-24 RR Mayfair Mews	309,729	309,729	65,562	16,729	293,000	Construction to commence Q4.
501201	23-24 RR Quarry Way	614,742	614,742	40,742	40,742	574,000	Construction to commence Q3.
501202	23-24 RR Tara St	161,193	161,193	111,193	95,710	65,483	Construction 75% complete.
501203	23-24 RS Balwina Court	90,995	90,995	61,862	3,595	87,400	Construction to commence Q3.
501204	23-24 RS Castleward St	48,347	48,347	33,347	3,347	45,000	Construction to commence Q2.
501205	23-24 RS Dalby St	65,471	65,471	44,805	3,471	62,000	Construction to commence Q3.
501206	23-24 RS Leyburn Drv	224,216	224,216	150,883	4,216	220,000	Construction to commence Q3.
501207	23-24 RS Soldiers Cove Tce and Bolton St	146,427	146,427	99,760	6,427	140,000	Construction to commence Q3.
501208	23-24 RS Tara St	87,595	87,595	59,595	3,595	84,000	Construction to commence Q2.
501209	23-24 RS Thisbe Drv	102,182	102,182	20,515	4,182	98,000	Construction to commence Q3.
501210	23-24 RS Westbourne Pass	161,906	161,906	30,239	3,906	158,000	Construction to commence Q2.
501211	23-24 RS Cambridge Drv	307,903	307,903	58,736	8,903	299,000	Construction to commence Q4.
501212	23-24 RS Carter St	45,347	45,347	10,347	3,347	42,000	Construction to commence Q2.
501213	23-24 RS Charon Rd	196,092	196,092	36,092	4,092	192,000	Construction to commence Q3.
501215	23-24 RS Councel Cl	63,471	63,471	13,471	3,471	60,000	Construction to commence Q3.
501216	23-24 RS Dior Place	73,471	73,471	15,138	3,471	70,000	Construction to commence Q2.
501217	23-24 RS Everlasting Retreat	201,092	201,092	36,925	4,092	197,000	Construction to commence Q3.
501218	23-24 RS Glenroy Drv	37,347	37,347	9,014	3,347	34,000	Construction to commence Q3.
501219	23-24 RS Harvey View Drv	141,844	141,844	26,844	3,844	138,000	Construction to commence Q3.
501220	23-24 RS Hibiscuss Rise	43,347	43,347	10,014	3,347	40,000	Construction to commence Q3.
501221	23-24 RS Kelly St	45,347	45,347	10,347	3,347	42,000	Construction to commence Q2.
501222	23-24 RS Littleton St	220,216	220,216	40,216	4,216	216,000	Construction to commence Q3.
501223	23-24 RS Maria Pl	105,657	105,657	20,657	3,657	102,000	Construction to commence Q3.
501224	23-24 RS Mayfair Mews	112,657	112,657	21,824	3,657	109,000	Construction to commence Q4.
501225	23-24 RS Quarry Road	221,216	221,216	40,383	4,216	217,000	Construction to commence Q4.
501226	23-24 RS Rakoa St	153,906	153,906	28,906	3,906	150,000	Construction to commence Q2.
501227	23-24 RS Rouse Rd	144,844	144,844	27,344	3,844	141,000	Construction to commence Q4.
501228	23-24 RS Sandalwood Pde	163,906	163,906	30,572	3,906	160,000	Construction to commence Q3.
501229	23-24 RS Sedgemere Tce	103,657	103,657	20,324	3,657	100,000	Construction to commence Q2.
501230	23-24 RS Skud St	77,533	77,533	15,867	3,533	74,000	Construction to commence Q3.
501231	23-24 RS Spinaway Pde	26,285	26,285	7,118	3,285	23,000	Construction to commence Q2.
501232	23-24 RS Talbot St	60,409	60,409	12,909	3,409	57,000	Construction to commence Q3.
501233	23-24 RS Thomson St	217,427	217,427	40,760	5,427	212,000	Construction to commence Q3.
501234	23-24 RS Wilkins St	107,657	107,657	20,991	3,657	104,000	Construction to commence Q2.
501235	23-24 RC Peel Street Stage 4	1,712,021	1,712,021	612,021	65,021	1,647,000	Refer to Financial Report, Key Capital Projects table.
501236	23-24 SF Street Furniture Renewal	51,803	51,803	18,469	23,471	28,332	Construction to commence Q3.
501237	23-24 SP Apollo Place	34,313	34,313	5,813	5,813	28,500	Construction to commence Q3.
501239	23-24 SP Guillardon Tce/Karinga Rd	29,820	29,820	15,154	7,820	22,000	Construction to commence Q3.
501240	23-24 Signage Renewal Program	40,808	40,808	14,141	808	40,000	Ongoing Program 2023/24.
501241	23-24 SL Street Lighting New Program	57,762	57,762	24,429	7,762	50,000	Ongoing Program 2023/24.
501242	23-24 SL Street Lighting Renewal Program	107,762	107,762	41,096	7,762	100,000	Ongoing Program 2023/24.
501243	23-24 TM Esperance Avenue Pedestrian Refuge	40,111	40,111	16,778	5,111	35,000	Construction to commence Q3.
501244	23-24 TM Halls Head Parade & Leighton Road Intersection	75,370	75,370	32,036	10,370	65,000	Construction to commence Q2.
501245	23-24 TM Samphire Cove ACROD Bay	24,436	24,436	17,770	4,436	20,000	Construction to commence Q2.
501249	23-24 SP Caspar Road	120,551	120,551	81,884	4,551	116,000	Construction to commence Q3.
501[illegible]	23-24 Dawesville Channel SE Foreshore - Car Park Design	17,659	17,659	9,326	7,659	10,000	Design only.

Level of completion indicator, please see table at the end of this note for further detail.

	Account Description		Adopted Budget	Annual Budget	YTD Budget	YTD Actual	Remaining Unspent Funds	Comment
	501162	RS Hill Street, Halls Head	0	0	0	6,463	(6,463)	Construction complete. Budget variation to be included at budget review.
	501178	Merlin Street Reserve Southern Car Park	0	13,668	4,556	12,119	1,549	Construction complete.
	501254	Installation of CCTV - Giants of Mandurah Coodanup Foreshore	0	18,086	6,029	18,347	(261)	Construction complete.
	501132	22-23 Installation of Flood Lighting	0	1,262	421	1,325	(63)	Construction complete.
	501256	MBRC Club Night Lights - CSRFF	0	18,499	0	0	18,499	Construction to commence Q2.
	501084	Peel Street Underground Power	0	104,774	34,925	23,360	81,414	Construction 25% complete.
	501179	22-23 SF Street Furniture New Program	0	5,985	1,995	0	5,985	Construction to commence Q3.
	Drainage							
	600189	DR 130 Mandurah Terrace	25,000	23,903	7,968	0	23,903	Construction to commence Q3.
	600190	DR 30 George Street Drainage Improvement	44,799	43,702	14,567	0	43,702	Construction to commence Q2.
	600192	DR Cervantes Drive	20,522	19,425	6,475	0	19,425	Construction to commence Q3.
	600193	DR Colonial Court Drainage Upgrade - Stage 1	234,380	220,090	73,363	304,555	(84,465)	Construction complete. Budget variation to be included at budget review.
	600195	DR Hopetoun Bend Drainage Upgrade	50,264	50,264	16,755	0	50,264	Construction to commence Q3.
	600196	DR Loton Road/Ashley Terrace Intersection Stage 1	42,652	0	0	36,477	(36,477)	Construction complete. Budget variation to be included at budget review.
	600198	23-24 DR Mary Street (Stage 1) - Drainage Renewal	274,708	274,708	75,958	36,208	238,500	Construction to commence Q3.
	Coastal & Estuary							
	910075	Birchley Road Boat Ramp Jetty	74,826	55,010	18,337	0	55,010	Design only.
	910109	Cambria Island Abutment Walls Repair	57,121	57,121	19,040	0	57,121	Construction complete.
	911002	23-24 WR Seashells Seawall	41,356	41,356	20,022	9,356	32,000	Design only.
	911001	23-24 WR South Harbour Paving	161,553	161,553	61,553	34,775	126,778	Construction to commence Q2.
	910076	22-23 Dawesville Foreshore Res (Leura)	0	56,141	18,714	6,804	49,337	Construction complete.
	910077	22-23 Dawesville Foreshore Res (Avon)	0	72,371	24,124	18,800	53,571	Construction complete.
	911005	John Street Seawall	0	0	0	1,714	(1,714)	Construction complete.
	Equipment							
	820195	MARC Replacement Pool Inflatable	41,461	41,461	29,161	4,561	36,900	Ongoing Program 2023/24.
	820196	23-24 Washer/Dryer Stackers at Pen	0	0	0	13,125	(13,125)	Acquistion complete. Budget variation included in the financial report.
	Plant & Machinery							
	770001	Replacement Light Passenger Vehicles	542,074	542,074	180,691	32,904	509,170	Ongoing Program 2023/24.
	770002	Replacement Light Commercial Vehicles	854,872	854,872	284,957	117,961	736,911	Ongoing Program 2023/24.
	770005	New - Light Passenger Vehicles	40,000	40,000	13,333	0	40,000	Ongoing Program 2023/24.
	770006	Trucks and Buses	1,734,741	1,734,741	578,247	0	1,734,741	Ongoing Program 2023/24.
	770008	Construction Vehicles	564,648	564,648	188,216	0	564,648	Ongoing Program 2023/24.
	770009	Parks and Mowers	879,368	879,368	293,123	0	879,368	Ongoing Program 2023/24.
	770010	New - Heavy Vehicles Plant and Equipment	872,731	872,731	290,910	102,696	770,035	Ongoing Program 2023/24.
	770020	Tim's Thicket Weighbridge	150,000	150,000	50,000	0	150,000	Ongoing Program 2023/24.
	770007	Trailers	18,000	18,000	6,000	0	18,000	Ongoing Program 2023/24.
	770011	Miscellaneous Equipment	78,500	78,500	26,167	12,095	66,405	Ongoing Program 2023/24.
	770012	New - Vehicle and Small Plant Program	145,200	145,200	48,400	6,880	138,320	Ongoing Program 2023/24.
	Other Infrastructure							
	930042	23-24 Upgrade the WMC CCTV Server	8,000	8,000	2,667	0	8,000	Construction to commence Q2.
	930043	23-24 Christmas Decorations Program	170,001	170,001	20,001	20,001	150,000	Ongoing Program 2023/24.
	930044	23-24 CSRFF Program - Small Grants	150,000	563	188	0	563	Ongoing Program 2023/24.
	700053	Lakelands DOS Sports Specific Infrastructure	169,317	169,317	56,439	0	169,317	Construction to commence Q3.
	700055	Eastern Foreshore South Precinct	2,762,166	2,692,387	897,462	389,102	2,303,285	Refer to Financial Report, Key Capital Projects table.
	700056	Western Foreshore Recreation Precinct	1,989,677	2,046,729	682,243	9,493	2,037,236	Refer to Financial Report, Key Capital Projects table.
	930038	MARC Geothermal Pump & VSD 21/22	0	5,640	1,880	5,682	(41)	Complete.
	Grand Total		**46,801,721**	**49,130,606**	**15,095,303**	**6,928,582**	**42,202,024**	

Repayments - Borrowings

Information on Borrowings		New Loans		Principal Repayments		Principal Outstanding		Interest Repayments	
Particulars	1 July 2023	Actual	Budget	Actual	Budget	Actual	Budget	Actual	Budget
	$	$	$	$	$	$	$	$	$
Law, order, public safety									
Bortolo Fire Track Water Infrastructure	40,021	-	-	1,792	4,747	39,103	35,275	873	1,316
Community amenities									
Compactor Waste Trailers and Dolly [336]	65,156	-	-	22,793	61,341	43,502	3,814	1,139	1,371
Waste Water Reuse [349]	78,609	-	-	8,540	23,062	71,526	55,548	1,457	2,558
Halls Head Ablution Block [350]	52,442	-	-	5,692	15,369	47,722	37,073	972	1,707
Halls Head Recycled Water 2019/20	146,877	-	-	8,388	19,067	141,357	127,810	2,868	4,213
Ablutions 2020/21	-	-	-	-	-	-	-	-	0
Ablutions 2021/22	228,857	-	-	10,940	22,015	218,763	206,842	845	7,657
Recreation and culture									
Rushton Park Redevelopment [318(ii)]	54,125	-	-	31,785	57,475	23,175	-	835	735
Meadow Springs Recreation Facility [318(iii)]	40,657	-	-	23,876	42,207	17,409	-	627	540
Mandurah Football & Sporting Club [324]	-0	-	-	-	0	-	-	0	0
Mandurah Rugby Club [325]	-0	-	-	-	0	-	-	0	0
Bowling Club Relocation [326]	0	-	-	-	0	-	-	0	14
Ablutions - Netball Centre [329(i)]	0	-	-	-	0	-	-	0	4
Parks Construction [329(v)]	0	-	-	-	0	-	-	0	4
Halls Head Bowling Club upgrade [331]	202,117	-	-	15,287	36,485	190,637	165,632	3,807	6,979
Parks - Falcon Bay Reserve [333(i)]	-0	-	-	-	0	-0	-	0	0
MARC Redevelopment [338]	264,969	-	-	57,100	163,742	212,910	101,227	5,041	7,558
MARC Redevelopment Stage 1 [340]	257,181	-	-	31,053	82,535	230,869	174,646	4,742	8,257
MARC Redevelopment Stage 2 [341]	596,973	-	-	78,096	214,597	529,820	382,376	10,943	19,691
Eastern Foreshore Wall [344]	405,374	-	-	50,568	138,615	362,259	266,759	7,453	13,089
MARC Stage 2 [345]	600,606	-	-	72,748	198,343	538,920	402,263	11,062	19,901
Falcon Bay Seawall [351]	131,758	-	-	14,276	38,537	119,924	93,221	2,442	4,291
MARC Solar Plan [353]	113,559	-	-	8,580	20,108	107,118	93,451	2,139	3,928
Novara Foreshore Development [355]	227,595	-	-	17,375	40,210	214,605	187,385	4,384	7,862
Falcon Bay Foreshore Upgrades [356]	227,059	-	-	17,350	40,218	213,985	186,841	4,276	7,854
Mandjar Square Development [358]	280,642	-	-	21,312	50,313	264,616	230,329	5,285	9,771
Lakelands DOS [360]	1,387,697	-	-	112,152	286,902	1,301,604	1,100,796	26,059	49,554
Mandjar Square Stage 3 and 4	328,443	-	-	21,107	92,047	313,731	236,396	6,394	17,633
Falcon Seawall	620,830	-	-	40,079	45,597	592,833	575,233	12,083	9,243
Novara Foreshore Stage 3	132,591	-	-	8,517	18,201	126,656	114,390	2,581	3,735
Smart Street Mall Upgrade 2019/20	350,153	-	-	20,439	48,014	331,354	302,139	1,640	10,174
Falcon Bay Foreshore Stage 3 of 4	219,015	-	-	12,551	28,600	207,403	190,414	939	6,320
Mandjar Square Final Stage	219,002	-	-	12,557	28,601	207,755	190,401	1,310	6,319
Falcon Skate Park Upgrade	86,124	-	-	4,959	11,511	82,846	74,613	1,681	2,457
Westbury Way North side POS Stage 3	146,891	-	-	8,385	19,067	141,375	127,824	2,869	4,213
Eastern/ Western Foreshore 2020/21	912,751	-	-	46,915	106,458	868,321	806,292	2,485	24,486
Smart Street Mall 2020/21	905,433	-	-	46,253	102,559	861,155	802,874	1,976	23,933
Novara Foreshore Stage 4	84,550	-	-	4,260	9,290	81,948	75,260	1,658	2,182
Bortolo Reserve - Shared Use Parking and Fire Track Facility	248,388	-	-	12,687	27,894	236,487	220,494	786	6,546
Falcon Bay Upgrade - Stage 4 of 5	231,480	-	-	11,713	26,026	220,594	205,454	826	6,110
Enclosed Dog Park	17,065	-	-	860	1,876	16,540	15,189	335	440
South Harbour Paving Upgrade Stage 2	42,286	-	-	2,131	4,645	40,985	37,642	829	1,091
Falcon Skate Park Upgrade 2020/21	63,077	-	-	3,207	7,018	61,107	56,059	1,237	1,646
Eastern/ Western Foreshore 2021/22	1,377,800	-	-	66,197	135,130	1,314,494	1,242,670	2,891	46,982
Smart Street Mall 2021/22	568,125	-	-	27,273	55,516	542,255	512,608	1,403	19,309
Enclosed Dog Park 2021/22	165,729	-	-	7,887	15,838	158,554	149,891	712	5,508
Novara Foreshore Stage 4 2021/22	210,045	-	-	10,021	20,254	200,873	189,791	849	7,044
Falcon Bay Upgrade - Stage 4 of 5 2021/22	66,188	-	-	3,141	6,291	63,453	59,897	407	2,188
Parks and Reserves Upgrades 2021/22	446,783	-	-	21,421	43,590	426,399	403,193	1,037	15,160
Mandurah Library Re Roofing Project	106,264	-	-	5,045	9,779	101,671	96,485	452	3,870
Falcon Reserve Activation Plan Stage 3	400,211	-	-	17,912	47,465	383,242	352,745	943	12,757
Pleasant Grove Foreshore	59,031	-	-	3,305	7,001	56,622	52,030	896	1,807
Kangaroo Paw Park	307,570	-	-	13,764	36,478	294,623	271,092	817	9,570
Falcon Bay Stage 5 of 5	145,076	-	-	6,492	17,206	139,013	127,870	429	4,661
2022/23 South Harbour Upgrades	102,054	-	-	4,568	12,104	97,818	89,950	332	3,381
Upgrade of Playing Surface Peelwood Parade	-	-	-		-	-	-	-	0
Bruce Cresswell Reserve	196,103	-	-	8,776	23,258	187,817	172,845	490	6,399
Seascapes Boardwalk	200,105	-	-	8,956	23,733	191,726	176,373	577	5,918
Mandurah Community Museum Roof and Gutters	130,068	-	-	5,824	15,426	124,556	114,642	312	4,014
Stage 2 of Upgrades to Peelwood Reserve	-	-	-	-	-	-	-	-	0
Smart Street Mall Upgrade	58,748	-	-	2,632	6,968	56,345	51,780	229	1,707
Eastern Foreshore South Precinct	-	-	-	-	-	-	-	-	0
Western Foreshore Recreation Precinct	-	-	-	-	-	-	-	-	0
2022/23 Parks and Reserves Upgrades	390,205	-	-	17,464	46,279	373,677	343,927	936	13,025
2023/24 Parks & Reserves Upgrades			600,000	-	-	-	600,000		1,750
BR Rushton Park North Pavillion Roof			250,000	-	-	-	250,000		729
Coodanup Foreshore			1,200,000	-	-	-	1,200,000		3,500
Cinema HVAC Replacement			100,000	-	-	-	100,000		292
Smart Street Mall			400,000	-	-	-	400,000		1,167
Transport									

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 OCTOBER 2023

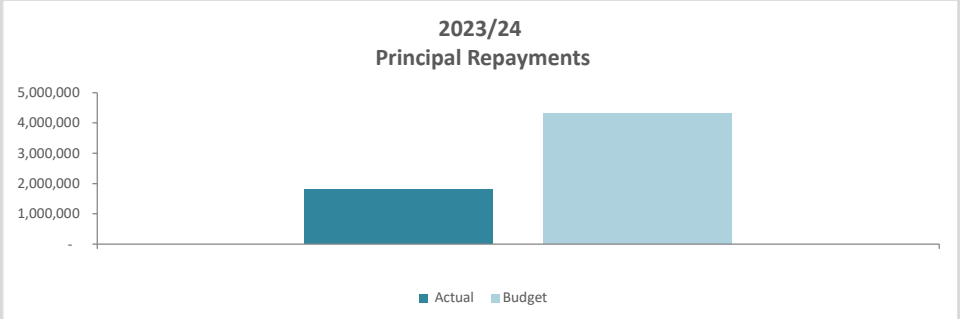
FINANCING ACTIVITIES
NOTE 7
BORROWINGS

Repayments - Borrowings

Information on Borrowings		New Loans		Principal Repayments		Principal Outstanding		Interest Repayments	
Particulars	**1 July 2023**	**Actual**	**Budget**	**Actual**	**Budget**	**Actual**	**Budget**	**Actual**	**Budget**
Drainage [318(iv)]	13,468	-	-	7,909	15,268	5,767	-	208	195
Road Construction [318(v)]	135,186	-	-	79,387	136,904	57,884	-	2,085	1,752
Road Construction [333(ii)]	-0	-	-	-	0	-0	-	0	
New Pedestrian Bridge Construction [335]	125,775	-	-	44,427	123,259	83,541	2,516	2,192	2,545
New Road Construction [339]	204,350	-	-	40,672	116,617	167,598	87,732	3,920	5,615
New Road Construction [342]	320,256	-	-	39,420	106,764	286,731	213,492	5,895	10,380
WMC Tims Thicket [343]	52,113	-	-	6,276	15,895	46,798	36,219	961	1,685
Road Construction [346]	206,862	-	-	22,484	60,718	188,211	146,144	3,833	6,734
MARC Carpark [347]	157,187	-	-	17,080	46,123	143,019	111,064	2,913	5,117
MPAC Forecourt [348]	65,532	-	-	7,116	19,215	59,630	46,317	1,214	2,133
Mandurah Marina [352]	113,552	-	-	8,586	20,109	107,105	93,443	2,139	3,927
MARC Carpark [354]	170,326	-	-	12,879	30,157	160,656	140,170	3,208	5,891
Mandurah Foreshore Boardwalk Renewal [357]	254,393	-	-	19,388	45,269	239,796	209,125	4,791	8,803
New Road Construction [359]	723,964	-	-	56,676	145,037	680,899	578,927	13,611	24,991
Smoke Bush Retreat Footpath [361]	56,775	-	-	4,290	10,061	53,555	46,714	1,069	1,963
New Boardwalks 18/19	330,762	-	-	21,236	45,513	315,966	285,249	6,439	9,327
Coodanup Drive - Road Rehabilitation	66,321	-	-	4,255	9,100	63,357	57,221	1,291	1,868
Pinjarra Road Carpark	132,591	-	-	8,517	18,201	126,656	114,390	2,581	3,735
New Road Construction 2018/19	1,026,254	-	-	66,247	151,770	979,980	874,483	19,974	29,190
New Road Construction 2019/20	604,125	-	-	36,448	87,048	569,439	517,077	1,762	17,688
South Harbour Upgrade 2019/20	169,324	-	-	9,651	21,927	162,980	147,397	3,307	4,845
New Roads 2020/21	481,957	-	-	24,770	61,915	458,282	420,042	1,094	12,689
Carryover Roads 2020/21	457,080	-	-	21,864	44,030	436,478	413,050	1,262	15,314
Roads 2021/22	229,614	-	-	10,964	22,015	219,512	207,599	862	7,657
SP Halls Head PSP	200,105	-	-	8,956	23,733	191,726	176,373	577	5,762
Carparks 2021/22	152,434	-	-	7,259	14,586	145,805	137,848	630	5,073
RC Peel Street	111,058	-	-	4,972	13,172	106,405	97,887	318	3,370
Cambria Island Abutment Wall	54,949	-	-	2,592	5,194	52,519	49,756	162	1,806
Senior Citizens Carpark	12,006	-	-	540	1,424	11,728	10,582	262	352
Torcello Mews Canal PAW Renewal	100,053	-	-	4,480	11,866	95,861	88,186	288	2,855
MARC Carpark Additional and overflow	-	-	-	-	-	-	0	0	0
Halls Head Parade Car Park Stage 2a	50,026	-	-	2,240	5,933	48,878	44,093	1,092	1,582
RC Pinjarra Road Stage 4	500,263	-	-	22,388	59,332	478,897	440,932	1,021	14,924
Cambria Island Abutment Walls Repair	268,538	-	-	12,020	31,849	257,115	236,690	596	8,695
RC Pinjarra Road Stage 3	500,263	-	-	22,388	59,332	478,897	440,932	1,021	15,053
Halls Head Pde Beach Central CP Stage 2	97,261	-	-	4,356	11,535	93,343	85,726	438	3,051
Cambria Island Abutment Walls Repair	-	0	-	-	-	-	-	0	0
2023/24 Road Upgrades		-	950,000	-			950,000		2,771
2023/24 Road Reseal		-	1,600,000	-			1,600,000		4,667
2022/23 Capital Carryovers			2,342,854	-			2,342,854		0
Economic services					-			0	
Mandurah Ocean Marina Chalets Refurbishment	137,711	-	-	6,567	12,755	131,659	124,955	516	5,048
Other property and services									
IT Communications Equipment [318(i)]	10,673	-	-	6,267	11,937	4,570	-	165	153
Civic Building - Tuckey Room Extension	330,343	-	-	21,210	45,537	315,565	284,806	6,431	9,303
	23,563,914	0	7,442,854	1,793,778	4,316,708	22,020,856	26,699,742	250,720	744,627
Total	23,563,914	0	7,442,854	1,793,778	4,316,708	22,020,856	26,699,742	250,720	744,627
Current borrowings	4,316,708		7,442,854	1,793,778	4,316,708	3,382,801	4,316,708	250,720	744,627
Non-current borrowings	19,247,206					18,638,055	22,383,034		
	23,563,914					22,020,856	26,699,742		

All debenture repayments were financed by general purpose revenue.

KEY INFORMATION
All loans and borrowings are initially recognised at the fair value of the consideration received less directly attributable transaction costs. After initial recognition, interest-bearing loans and borrowings are subsequently measured at amortised cost using the effective interest method. Fees paid on the establishment of loan facilities that are yield related are included as part of the carrying amount of the loans and borrowings.



Principal Repayments
$1,793,778

Interest Expense
$250,720

Loans Due
$22.02 M

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 OCTOBER 2023

OPERATING ACTIVITIES
NOTE 8
CASH RESERVES

Cash Backed Reserve

Reserve Name	Opening Balance	Budget Interest Earned	Actual Interest Earned	Budget Transfers In (+)	Actual Transfers In (+)	Budget Transfers Out (-)	Actual Transfers Out (-)	Budget Closing Balance	Actual YTD Closing Balance
	$	$	$	$	$	$	$	$	$
Building	1,448,838	30,556	0	195,357	0	(24,260)	0	1,650,491	1,448,838
Parking	491,695	11,625	0	0	0	0	0	503,320	491,695
Asset Management	21,080,104	238,627	0	5,261,794	0	(13,643,062)	0	12,937,463	21,080,104
Cultural Centre	189,763	0	0	0	0	(213,495)	0	(23,732)	189,763
Sustainability	509,862	9,748	0	0	0	(174,260)	0	345,350	509,862
Waste Facilities Reserve Fund	8,221,489	119,830	0	184,460	0	(11,323)	0	8,514,456	8,221,489
Interest Free Loans	191,704	0	0	0	0	0	0	191,704	191,704
CLAG	20,690	284	0	0	0	0	0	20,974	20,690
Mandurah Ocean Marina	181,789	4,298	0	0	0	0	0	186,087	181,789
Waterways	1,055,377	18,054	0	0	0	0	0	1,073,431	1,055,377
Port Mandurah Canals Stage 2 Maintenance	95,096	2,248	0	0	0	0	0	97,344	95,096
Mariners Cove Canals	86,645	2,048	0	0	0	0	0	88,693	86,645
Port Bouvard Canal Maintenance Contributions	272,719	6,448	0	0	0	0	0	279,167	272,719
Unspent Grants & Contributions	10,621,307	0	0	0	0	(1,282,917)	0	9,338,390	10,621,307
Long Service Leave	3,261,428	0	0	0	0	(964,133)	0	2,297,295	3,261,428
Bushland and Environmental Protection	1,539,761	36,332	0	200,000	0	0	0	1,776,093	1,539,761
Coastal Storm Contingency	264,001	6,241	0	0	0	0	0	270,242	264,001
Digital Futures	58,078	1,377	0	0	0	0	0	59,455	58,078
Decked Carparking	1,030,111	24,354	0	0	0	0	0	1,054,465	1,030,111
Specified Area Rates - Waterside Canals	116,808	2,662	0	0	0	(6,738)	0	112,732	116,808
Specified Area Rates - Port Mandurah Canals	287,011	6,622	0	65,040	0	0	0	358,673	287,011
Specified Area Rates - Mandurah Quay Canals	239,190	5,581	0	26,861	0	0	0	271,632	239,190
Specified Area Rates - Mandurah Ocean Marina	774,206	17,181	0	149,147	0	0	0	940,534	774,206
Specified Area Rate - Port Bouvard Canals	152,725	3,363	0	518	0	0	0	156,606	152,725
Specified Area Rate - Mariners Cove	4,783	121	0	811	0	0	0	5,715	4,783
Specified Area Rate - Eastport	52,585	1,056	0	853	0	0	0	54,494	52,585
Sportclubs Maintenance Levy	304,673	6,129	0	12,000	0	0	0	322,802	304,673
City Centre Land Acquisition Reserve	1,052,919	22,021	0	0	0	(100,000)	0	974,940	1,052,919
Lakelands Community Infrastructure Reserve	1,125,604	26,611	0	0	0	0	0	1,152,215	1,125,604
Plant Reserve	3,011,375	13,608	0	0	0	0	0	3,024,983	3,011,375
Workers Compensation Reserve	554,251	13,083	0	0	0	0	0	567,334	554,251
Restricted Cash Reserve	2,848,106	19,890	0	0	0	(1,095,943)	0	1,772,053	2,848,106
Transform Mandurah Funding Program Reserve	852,513	0	0	0	0	0	0	852,513	852,513
Community Safety	510,653	0	0	0	0	0	0	510,653	510,653
Public Art Reserve	311,498	0	0	0	0	0	0	311,498	311,498
	62,819,360	**649,998**	**0**	**6,096,841**	**0**	**(17,516,131)**	**0**	**52,050,068**	**62,819,360**

NOTE 9
OPERATING GRANTS AND CONTRIBUTIONS

Provider	Unspent Operating Grant, Subsidies and Contributions Liability				Operating Grants, Subsidies and Contributions Revenue			
	Liability 1-Jul	Increase in Liability	Liability Reduction (As revenue)	Liability 30-Jun	Adopted Budget	Budget Variations	Annual Budget	YTD Revenue Actual
	$	$	$	$	$	$	$	$
Operating Grants and Subsidies								
General purpose funding								
2023-24 Financial Assistance Grant - Local Roads	0	0	0	0	1,536,209	0	1,536,209	41,256
2023-24 Financial Assistance Grant - General Roads	0	0	0	0	2,031,064	0	2,031,064	20,718
Law, order, public safety								
Southern Districts Bush Fire Brigade LGGS: DFES	0	0	0	0	38,000	0	38,000	17,031
SES LGGS: 2023/24 DFES	0	0	0	0	0	0	0	26,623
Bushfire Mitigation Activity Fund (MAF) Grants: DFES	22,800	22,800	(22,800)	22,800	58,624	0	58,624	22,800
Education and welfare								
Waterwise Verge Grant: Water Corp	0	0	0	0	10,000	0	10,000	0
Int Day for People with a Disability	0	1,000	0	1,000	3,000	0	3,000	0
Community amenities								
Bus Shelter Maintenance Assistance Scheme: PTA		0	0	0	17,605	0	17,605	0
Recreation and culture								
Christmas Pageant: Lotterywest	0	20,000	0	20,000	10,000	0	10,000	0
Crabfest: Tourism WA	0		0	0	140,000	0	140,000	0
Every Club Funding 2023: DLGSC	38,966	0	0	38,966	0	0	0	0
Every Club Funding 2024: DLGSC					38,930	0	38,930	0
Gnoonie Youth Football Cup: Healthway	0	2,500	0	2,500	2,500	0	2,500	0
CHRMAP: DPLH	0	70,000	0	70,000	140,000	0	140,000	0
Emerging Crime Program: Western Australian Police	25,000	0	0	25,000	0	0	0	0
Community Action Plan: Alcohol and Drug Foundation	16,687	0	0	16,687	0	0	0	0
Mandurah Assertive Outreach Trial				0	62,500	0	62,500	0
Christmas Light Trail: Lotterywest	0	50,000		50,000	0	0	0	0
	103,453	**166,300**	**(22,800)**	**246,953**	**4,088,432**	**0**	**4,088,432**	**128,427**
Operating Contributions								
Recreation and culture				0				
She Codes Workshop: PDC	5,000	0	(5,000)	0	0	0	0	0
2023 Crabfest: Spud Shed	0	15,000	(15,000)	0	0	0	0	15,000
	5,000	**15,000**	**(20,000)**	**0**	**0**	**0**	**0**	**15,000**
TOTALS	**108,453**	**181,300**	**(42,800)**	**246,953**	**4,088,432**	**0**	**4,088,432**	**143,427**

		Unspent Non Operating Grants, Subsidies and Contributions Liability				Non Operating Grants, Subsidies and Contributions Revenue			
	Provider	Liability 1-Jul	Increase in Liability	Liability Reduction (As revenue)	Liability 30-Jun	Adopted Budget Revenue	Budget Variations	Annual Budget	YTD Revenue Actual (b)
		$	$	$	$	$	$	$	$
n-Operating Grants and Subsidies									
750726	Changing Places - Eastern Foreshore	140,075			140,075	140,075	0	140,075	0
700055	Eastern Foreshore South Precinct: DoH	2,500,000			2,500,000	2,500,000	0	2,500,000	0
	Eastern Foreshore South Precinct: DoH 22-23	2,500,000		(379,391)	2,120,609	0	0	0	379,391
700055	Eastern Foreshore South Precinct: RfR	9,711		(9,711)	0	79,490	(69,779)	9,711	9,711
750688	22-23 MPAC Internal Refurb				0	0	0	0	0
750647	Dawesville Community Centre	698,323		(30,585)	667,738	469,523	(71,200)	398,323	30,585
700516	Yalgorup National Park	104,674			104,674	129,674	0	129,674	0
750681	MARC Roof Repairs	0			0	877,524	0	877,524	0
501113	SP Halls Head PSP	0			0	29,054	(9,054)	20,000	0
501129	Trails Project	174,454		(174,454)	0	599,025	428	599,453	174,454
750732	Dawesville Community Centre					2,000,000	0	2,000,000	0
750740	23-24 MPAC Flytower Roof and Cladding Renewal					150,000	0	150,000	0
700577	Merlin Street Activation Plan - Implementation	150,000			150,000	150,000	0	150,000	0
501089	RC Peel Street Stage 3	0			0	815,806	(319,745)	496,061	0
501084	Peel Street - Power Relocation	0			0	0	104,774	104,774	0
501148	RR Olive Road	0			0	55,000	0	55,000	0
501181	TM Estuary Road Delineation	0	8,370	(8,355)	15	8,307	(2,670)	5,637	8,355
501183	SL Lakes Road/Murdoch Drive	1,086			1,086	40,947	(4,062)	36,885	0
501182	SL Old Coast Road/McLarty Road/Leeward Road Ent	8,920			8,920	41,230	(4,628)	36,602	0
501235	Peel Street 23-24 Project	400,000	400,000		800,000	1,000,000	0	1,000,000	0
700616	Missing Person Memorial Mandurah Upgrade	10,000			10,000	0	0	0	0
501192	23-24 SP Falcon Coastal Shared Path - Stage 1				0	550,000	0	550,000	0
501193	23-24 TM Clarice St		58,667			146,666	0	146,666	0
501194	23-24 TM Mandurah Tce/Adonis Rd					38,440	0	38,440	0
501196	23-24 TM Wanjeep St		105,334			263,333	0	263,333	0
501197	23-24 TM White Hill Road		141,334			353,334	0	353,334	0
501200	23-24 RR Mayfair Mews					250,000	0	250,000	0
501201	23-24 RR Quarry Way					500,000	0	500,000	0
501202	23-24 RR Tara St					45,000	0	45,000	0
501205	23-24 RS Dalby St		50,000			50,000	0	50,000	0
501206	23-24 RS Leyburn Drv				0	45,708	0	45,708	0
501213	23-24 RS Charon Rd		150,000		150,000	150,000	0	150,000	0
501226	23-24 RS Rakoa St		100,000		100,000	100,000	0	100,000	0
501227	23-24 RS Rouse Rd		104,218		104,218	25,000	0	25,000	0
700619	23-24 Dawesville Channel SE Foreshore Upgrade Stage 1				0	350,000	0	350,000	0
911002	23-24 WR Seashells Seawall				0	15,000	0	15,000	0
Other property and services					0				
770007-C	Trailers	0	0	0	0	0	0	0	17,178
770011-C	Miscellanous Equipment	0	0	0	0	0	0	0	159,411
		6,697,244	**1,117,923**	**(602,496)**	**7,212,671**	**11,968,136**	**(375,936)**	**11,592,200**	**779,085**
Non-Operating Contributions									
	PEET - Cash in Lieu Contribution	1,065,909	0	0	1,065,909	0	0	0	0
700518	Eastport Foreshore Upgrade	0	0	0	0	148,534	(13,194)	135,340	0
750681	MARC Roof Repairs	0	0	0	0	2,900,000	340,000	3,240,000	0
700616	Missing Person Memorial Mandurah Upgrade				0	20,000	0	20,000	0
700622	Milgar Reserve BMX Starting Gate				0	0	38,000	38,000	0
400016	MMFC Upgrade Rushton North Pav (CSRFF) - Buildings				0	0	125,000	125,000	125,000
501131	Dawesville Channel SE Foreshore Upgrade	0	0	0	0	141,150	(300)	140,850	0
		1,065,909	**0**	**0**	**1,065,909**	**3,209,684**	**489,506**	**3,699,190**	**125,000**
Total Non-operating grants, subsidies and contributions		**7,763,153**	**1,117,923**	**(602,496)**	**8,278,580**	**15,177,820**	**113,570**	**15,291,390**	**904,085**

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 OCTOBER 2023

NOTE 11
PROPOSED BUDGET VARIATIONS FOR COUNCIL APPROVAL

The following are for consideration for Council to approve as budget variations

GL Code	Description	Council Resolution	Classification	Non Cash Adjustment	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
				$	$	$	$
			Opening Surplus/(Deficit)				(440,468)
750687-6100-1045-61129	22-23 LED Building Plan		Capital Expenses			(8,000)	(448,468)
750696-6100-1045-61129	MPAC - External Steelwork		Capital Expenses		8,000		(440,468)
700587-6600-1045-xxxx	23-24 BW Westview Parade Foreshore Boardwalk Renewal		Capital Expenses			(47,750)	(488,218)
700585-6600-1045-xxxx	23-24 BW Henson St Beach Access		Capital Expenses		47,750		(440,468)
820196-6700-1045-61129	23-24 Washer/Dryer Stackers at Pens		Capital Expenses			(13,125)	(453,593)
127011-5840-2150-61129	Miscellaneous - Marina		Operating Expenses		13,125		(440,468)
750688-6100-1045-61129	22-23 MPAC Internal Refurb		Capital Expenses			(52,550)	(493,018)
750735-6100-1045-61129	23-24 MPAC Minor Renewal & Upgrade Works		Capital Expenses		52,550		(440,468)
New-6100-1045-61129	23-24 CASM Lighting		Capital Expenses			(51,848)	(492,316)
102711-4200-1507-61129	CASM - Cultural Development		Operating Expenses		5,000		(487,316)
New-6100-1045-61129	23-24 CASM Lighting		Capital Revenue		46,848		(440,468)
New-6100-1045-61129	23-24 Air-Conditioners Council Civic Building		Capital Revenue			(14,180)	(454,648)
114002-5570-1083-61129	Civic Centre - Facility Maintenance		Operating Expenses		14,180		(440,468)
				0	**187,453**	**(187,453)**	

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY
FOR THE PERIOD ENDED 31 OCTOBER 2023

NOTE 12
BUDGET AMENDMENTS APPROVED

Amendments to original budget since budget adoption. Surplus/(Deficit)
A positive number in the amended budget running balance represents an estimated closing surplus.
A negative number in the amended budget running balance represents an estimated closing deficit

GL Code	Description	Council Resolution	Classification	Non Cash Adjustment	Increase in Available Cash	Decrease in Available Cash	Amended Budget Running Balance
				$	$	$	$
	Budget Adoption		Opening Surplus/(Deficit)				(490,468)
501129-6250-1045-61129	Trails Project	July FR G.4/8/23	Capital Expenses			(23,387)	(513,855)
	Trails Project	July FR G.4/8/23	Other: Transfer Out of Reserve		23,387		(490,468)
501187-6250-1045-61129	23-24 Dawesville Channel SE Foreshore Upgrade	July FR G.4/8/23	Capital Expenses		10,000		(480,468)
	23-24 Dawesville Channel SE Foreshore Upgrade	July FR G.4/8/23	Other: Transfer Out of Reserve			(10,000)	(490,468)
12000-5820-215061129	Chalets Maintenance - Chalets	July FR G.4/8/23	Operating Expenses		17,640		(472,828)
New-6600-1045-61129	Replacement of Shade Sail - Marina Chalets	July FR G.4/8/23	Capital Expenses			(17,640)	(490,468)
700608-6600-1045-xxxxx	23-24 SF Keith Holmes Reserve	August FR G.7/9/23	Capital Expenses			(11,567)	(502,035)
700607-6600-1045-xxxxx	23-24 SF Floribunda Park	August FR G.7/9/23	Capital Expenses		11,567		(490,468)
750758-6100-1045-61129	PBSRC Small Grant - CSRFF	August FR G.7/9/23	Capital Expenses			(5,000)	(495,468)
930044-6500-1045-61129	23-24 CSRFF Program - Small Grants	August FR G.7/9/23	Capital Expenses		5,000		(490,468)
New-6600-1045-61129	Milgar Reserve BMX Starting Gate	August FR G.7/9/23	Capital Expenses			(114,000)	(604,468)
930044-6500-1045-61129	23-24 CSRFF Program - Small Grants	August FR G.7/9/23	Capital Expenses		38,000		(566,468)
700612-6600-1045-xxxxx	23-24 FR Island Point	August FR G.7/9/23	Capital Expenses		38,000		(528,468)
New-6600-1045-61129	Contribution from Mandurah BMX Club	August FR G.7/9/23	Capital Revenue		38,000		(490,468)
New-6600-1045-61129	Thompson Street Netball Court Resurface	August FR G.7/9/23	Capital Expenses			(120,000)	(610,468)
	Asset Management Reserve	August FR G.7/9/23	Other: Transfer Out of Reserve		120,000		(490,468)
	Capital Works 22/23 Carryovers Reconciliation	August FR G.7/9/23	Capital Expenses			(2,125,728)	(2,616,196)
	Capital Works 22/23 Carryovers Reconciliation	August FR G.7/9/23	Capital Revenue			(49,429)	(2,665,625)
	Capital Works 22/23 Carryovers Reconciliation	August FR G.7/9/23	Other: Unutilised Loans		221,719		(2,443,906)
	Capital Works 22/23 Carryovers Reconciliation	August FR G.7/9/23	Other: Transfer Out of Reserve		1,953,438		(490,468)
	Adopted Budget 23/24 Asset Management Reserve	TBA	Other: Transfer Out of Reserve		50,000		(440,468)
	Adopted Budget 23/24 Asset Management Reserve	TBA	Other: Transfer into Reserve			(2,763)	(443,231)
501181-6250-1045-41403	TM Estuary Road Delineation	TBA	Capital Revenue		2,763		(440,468)
	Adopted Budget 23/24 Asset Management Reserve	TBA	Other: Transfer into Reserve			(412,015)	(852,483)
	Adopted Budget 23/24 Culture Reserve	TBA	Other: Transfer Out of Reserve		213,495		(638,988)
	Adopted Budget 23/24 Building Reserve	TBA	Other: Transfer Out of Reserve		24,260		(614,728)
	Adopted Budget 23/24 Sustainability Reserve	TBA	Other: Transfer Out of Reserve		74,260		(540,468)
	Adopted Budget 23/24 City Centre Land Acquisition Reserve	TBA	Other: Transfer Out of Reserve		100,000		(440,468)
	Capital Works 22/23 Carryovers Reconciliation	TBA	Other: Unutilised Loans			(2,377)	(442,845)
	Capital Works 22/23 Carryovers Reconciliation	TBA	Other: Transfer Out of Reserve		2,377		(440,468)
400016-6100-1263-41452	MMFC Upgrade Rushton North Pav (CSRFF) - Buildings	TBA	Capital Revenue		125,000		(315,468)
	Building Reserve	TBA	Other: Transfer Into Reserve			(125,000)	(440,468)
				0	**3,068,906**	**(3,018,906)**	**(440,468)**

NOTES TO THE STATEMENT OF FINANCIAL ACTIVITY

FOR THE PERIOD ENDED 31 OCTOBER 2023

NOTE 13
EXPLANATION OF MATERIAL VARIANCES

The material variance thresholds are adopted annually by Council as an indicator of whether the actual expenditure or revenue varies from the year to date Actual materially.
The material variance adopted by Council for the 2023-24 year is 10.00%

Reporting Program	Var. $	Var. %		Timing/ Permanent	Explanation of Variance
	$	%			
Revenue from operating activities					
Operating grants, subsidies and contributions	(1,999,038)	(70.62%)	▼	Timing	Variance primarily due to budgeted grants/contributions not yet received. Will be monitored throughout the remainder of the year.
Interest earnings	461,780	37.04%	▲	Permanent	Favourable variance primarily due to consistent increase in interest rates.
Other revenue	26,767	120.52%	▲	Timing	Variance primarily due to unbudgeted reimbursements received.
Profit on disposal of assets	16,650	100.00%	▲	Timing	Favourable non-cash variance due to asset disposals. Refer to note 4 for the asset disposals.
Expenditure from operating activities					
Employee costs	2,541,122	14.06%	▲	Timing	Variance due to vacant positions not yet filled, to be monitored as the year progresses.
Materials and contracts	2,735,490	13.87%	▲	Timing	Variance in expenditure due to timing of projects
Utility charges	871,845	56.52%	▲	Timing	Variance due to utility invoices not yet received, mainly for Street Lighting Maintenance, to be monitored as year progresses.
Interest expenses	178,003	40.98%	▲	Timing	Favourable variance an indication of interest savings due to loan offset facility.
Insurance expenses	79,812	15.28%	▲	Permanent	Budgeted amount higher than actual insurance expenses, to be reviewed at the budget review process.
Investing Activities					
Non-operating Grants, Subsidies and Contributions	(4,193,966)	(82.27%)	▼	Timing	Capital grants are recognised in line with capital expenditure.
Proceeds from Disposal of Assets	(779,969)	(92.52%)	▼	Timing	Will be monitored throughout the year. Refer to note 4.
Capital Acquisitions	8,166,721	54.10%	▲	Timing	Refer to note 6.
Financing Activities					
Payment of lease liability	(41,415)	(24.22%)	▼	Timing	Varying repayment terms on lease agreements. Will be monitored throughout the remainder of the year.
Proceeds from new interest earning liability	(199,624)	(92.85%)	▼	Timing	Proceeds received from leasing company as dependent on timing of new lease take ups.
Principal elements of interest earning liability	(161,721)	(88.04%)	▼	Timing	Timing of take up of new liability agreements with leasing company.

2	**SUBJECT:**	Site investigation for Potential Central Men's Shed
	DIRECTOR:	Place and Community
	MEETING:	Council Meeting
	MEETING DATE:	28 November 2023

Summary

In 2021, the City commissioned a consultant to explore the strengths and challenges of local Men's Sheds. The report included extensive engagement with representatives of Falcon, Mandurah and Peel Men's Sheds. The findings of this investigation evidenced that all three Men's Sheds faced challenges with their current facilities and there was a need identified to cater for increased membership as a priority. The City has progressed with a variety of commitments for Falcon Menshed, and the focus on this report is to progress a central men's shed site.

Council received the report titled "City of Mandurah Men's Shed – Strategic Direction" and resolved to commit to a series of actions to support Men's Sheds into the future, including the investigation of land in Central Mandurah that could accommodate a new fit-for-purpose Men's Shed facility with long-term security of tenure.

An extensive investigation and analysis of potential sites and solutions was undertaken in an endeavour to support the growth of Men's Sheds with a new central site. The purpose of this report is to seek approval for City officers to progress with more detailed analysis of two land options that have shown potential suitability for a Central Menshed, being Boundary Road and Reserve Drive (Milgar Park). This next phase is intended to produce sufficient information to make a decision on which site is more viable, as well as serve as documentation to support advocacy efforts to funding partners.

Disclosure of Interest

Nil

Previous Relevant Documentation

• CC.4,5,6/7/21	27 July 2021	Council received the Strategic Direction Report, noted the benefits of Men's Sheds, agreed to financial contributions, committed to exploring new sites, revoked Council resolution points 2,3,4 or February 2021 and endorsed the CEO to negotiate a lease for a portion of the Falcon Family Centre indoor and outdoor areas for Falcon Community Men's Shed.
• G.5/02/21	23 February 2021	Council approved a long-term lease of 20 years to Falcon Men's Shed for the management of the entire Falcon Family Centre.
• G.7/10/20	27 October 2021	Council approved a lease over a portion of Reserve 42821 to Falcon Men's Shed Incorporated for a term of 20 years for a peppercorn rental. Council approved the allocation of funds to upgrade the Falcon Family Centre with minor works.

Background

Men's Sheds are an international movement that promote the physical, mental and emotional health of members in a supportive environment. This idea of good health is centred on many factors including self-worth, pride, being productive, contributing to community, connecting with friends and maintaining an active body and mind. Becoming a member of a Men's Shed provides a safe and busy environment where men can find many of these things in an atmosphere of mateship. And, importantly, there is no pressure as men can just come along for a cuppa and chat if that is their interest.

Men's Sheds are community-based, non-profit, non-commercial organisations that are accessible to all men and whose primary activity is the provision of a safe and friendly environment where men are able to work on meaningful projects at their own pace in their own time in the company of other men. A major objective is to advance the well-being and health of members united in their interest to do something meaningful with their time and continue to be valued and productive members of our community.

At present, the project to secure a new central site for a Men's Shed is being led by the City, in close consultation with Mandurah and Peel Men's Sheds. An operating model has not yet been determined and this will occur in due course. The willingness and ability for both Men's Sheds groups to work together and in good faith is at the heart of a good community outcome.

The Mandurah Men's Shed was established in 2001 and is located at the John Tonkin College (Tindale Rd, Mandurah). It caters mainly for woodworking on site, and delivers an extensive number of projects that benefit the community such as making wooden toys and furniture, making jarrah benches for Aged Care Residential facilities, and being active custodians of the Giants. Whilst Mandurah Men's Shed is flourishing at John Tonkin College, it's acknowledged the site has constraints in terms of availability, access, noise restrictions and amenity which inhibits membership growth and diversity of programming.

The Peel Men's Shed was established in 2020 and is located on Park Road, Mandurah. The group has a comprehensive range of equipment and tooling for woodworking and light metalwork and machining. Members are able to use the machinery and tools for personal projects. Peel Men's Shed also provides a service to local organisations and the general public by custom building furniture, restoring period furniture and artifact renovation and the restoration of old model and full size machinery and tools. The expansion of this group is limited by the small size of the shed which limits the breadth and scale of projects, as well as a lack of secured tenure.

At its meeting on 27 July 2021, Council resolved several matters relating to Men's Sheds including to receive the report entitled 'City of Mandurah Men's Shed – Strategic Direction', note the many benefits of Men's Sheds and acknowledge the evidenced need for Men's Sheds in the City to have capacity to cater for increased memberships. Council resolved to support small annual donations to Mandurah Men's Shed and Peel Men's Shed for two years and support an expansion of Falcon Men's Shed with negotiation of a lease.

The purpose of this report is to address item 5 of the resolution which resolved that Council:

> *5. Approve officers to investigate land options for potential construction by the Men's Sheds of a new fit-for-purpose Men's Shed facility with long-term security of tenure, and that a report be brought back to Council with findings of the investigation by December 2021.*

Elected Members were updated of preliminary findings of the investigation into land options in February 2022, and with various communications after that as the project progressed.

City officers visited 18 Men's Sheds to learn more about the different types of Men's Sheds, breadth of activities, various operating models and land allocation. This investigation included visiting 13 metropolitan Men's Sheds and 5 regional Men's Sheds. There was a very wide and varied range of activities that occurred from the sheds, such as metalwork, woodwork, community garden, recycling, music rooms, bee keeping, car repair, boatbuilding, bicycle repair, gift shop, cooking, sewing, events, counselling, and more.

Essentially, different sheds catered for different activities that were adapted to suit the members' interests at the time.

The footprint of the 18 sheds visited ranged from ~80sqm to ~1084sqm and averaged 486 sqm. The total land footprint of most sites (including the indoor and outdoor spaces) ranged from 276sqm to 2,800 sqm and averaged under 1,000 sqm. To note, the sheds visited were a random selection and not a statewide average of every shed. The information is provided as an indication and offers insights to the potential size and scale for a Central Men's Shed. This investigation has assisted City officers interpret "need" versus "aspiration" when considering options for the support of a new Central Men's Shed.

In partnership with Mandurah Men's Shed and Peel Men's Shed, 17 sites were identified in Central Mandurah to explore for suitability for potential construction of a new shed. A cross-functional group of City officers analysed the 17 sites and 15 with were rejected for various reasons, such as land ownership, zoning, topography, size of land parcel, presence of underground services inhibiting construction, amenity of the area, alignment with Property Strategy, proximity to residents, compatibility with surrounding land uses, environmental impacts and serviceability as a Men's Shed (such as ability for members to easily access it).

The two remaining sites proposed for further investigation are outlined below and would require a commitment by the City of further resources to explore feasibility and prioritise further:

Option One: Reserve 46202, Boundary Road, Mandurah
Reserve 46202 is located at 84 Boundary Road, Mandurah 6210 (refer figure 1). This Crown Land has a legal area of 1860m2 and is carved out of Reserve 22188 which serves as a historic cemetery. The site is opposite Dudley Park Primary School. Currently, Reserve 46202 on Boundary Road is vested to The Boy Scout Association with Power to Lease subject to the consent from the Minister for Lands. The City has contacted the Scout Association, requesting to their written consent to relinquish Management Order over Reserve 46202, in accordance with Section 50(1)(a) of the Land Administration Act 1997 (LAA). The Scout Association have subsequently confirmed they no longer require the land and have agreed to formally relinquish the site. Communication from the Department of Planning, Lands & Heritage (DPLH) has offered indicative support to approve a Men's Shed at this location.

Strengths of this option:
- Crown land site aligns with Property Strategy
- Initial support from DPLH gives confidence for a favourable outcome
- Accessibility
- Topography of land is favourable, being level
- Considered favourable by both Men's Sheds at the site visit
- Central location and easily accessible
- Provision for on-street parking is available
- Potential for negotiation with DPLH to 'square up' the site, and request increase in land size.
- The site is adjacent a cemetery which may concern some community groups; however the Men's Sheds reported no concerns.

Challenges of this option:
- Within a residential area
- Requires a higher specification for street presence to ensure higher amenity of a residential area
- No existing utilities (power, water, gas) with potential for connection and supply issues
- Central, although slightly further from existing Mandurah and Peel Men's Sheds
- Early indication that some trees on site are significant and would require retention
- Proximity to some residents
- Land parcel considered insufficient size by one Men's Shed
- Land is on angle which is difficult for building design

On balance of information above, it is unclear if the strengths of the site outweigh the challenges. It's recommended further investigation take place with a concept design and cost estimates.

Figure 1: Reserve 46202 on Boundary Road, Mandurah

Option Two: Reserve Drive (Milgar Park)
Reserve 34267, Milgar Reserve is located at 90 Milgar Street, Mandurah 6210 (refer figures 2 and 3). This Crown Land has a legal area of 2.9544ha with a Management Order outlining the reserve was constituted from a 10% Public Open Space allocation. There is land at Milgar Park behind the BMX facility that fronts Reserve Drive which has been identified as a site for further consideration as a Central Men's Shed.

The City has made a request to the Department of Lands, Planning and Heritage (DLPH) to excise a portion of Reserve 34267 (Milgar Reserve) for Creation of a New Reserve (the land directly behind the BMX track, adjacent to No.22 L18 on the map below). The Land Use Planning division of DPLH have provided no objections to the proposed excision to create a new Reserve with Power to Lease for 21 years. The rationale given was that the proposed new purpose of a Men's Shed is a public purpose, being 'Community and Recreation' and retains some recreation function, hence the City could proceed with negotiating the proposal with DPLH.

Strengths of this option:

- Crown land site aligns with Property Strategy
- Initial support from DPLH gives confidence for a favourable outcome
- Close proximity to existing Mandurah Men's Shed and Peel Men's Shed.
- Considered suitable by both Men's Sheds
- Central location and easily accessible
- Complements surrounding amenity (light industrial) with a lower specification for street presence potentially acceptable
- Sufficient land parcel (pending negotiation)
- Early indication that some trees on site are not significant and could be removed

Challenges of this option:

- Partially within a residential area
- Topography of land is challenging (site not level)
- The sloping site can be treated but would still result in steps or ramps which are unfavourable, especially for an ageing target group.
- No existing utilities (power, water, gas) with potential for connection and supply issues
- Existing water main owned by Water Corporation runs through the site
- No existing parking provisions with new carpark required
- Early indication that some trees on site are significant and would require retention
- Footpath realignment required
- Proximity to some residents

On balance of information above, it is unclear if the strengths of the site outweigh the challenges. It's recommended further investigation take place with a concept design and cost estimates.

Figure 2. Reserve 34267, Milgar Park

Figure 3. Proposes Men's Shed location

On 1 September 2022, representatives from the City of Mandurah, Mandurah Men's Shed and Peel Men's Shed visited Milgar Park and Boundary Road. The site visits were a useful opportunity for all parties to discuss strengths and opportunities. At the end of the site visit, it was agreed both sites had potential, with a shared consensus that Boundary Road option was preferred (although since that time, one of the Men's Sheds has expressed a preference for Milgar Park).

Throughout the exploration of possible sites to construct a new Men's Shed, a variety of other options to provide for greater capacity of Men's Shed provision were raised by Men's Sheds and assessed by the City. The following options were considered unfavourable by City Officers and will not be pursued:

- Purchase of new land for construction of a new shed
- Purchase of an existing shed or suitable premises
- Re-locating into an existing building owned by the City (note, this was supported in principle, however City officers confirm there is not a suitable existing building for purpose of a Men's Shed).

After a preliminary assessment of both Boundary Road (Option 1) and Milgar Park (option 2) it is recognised that there is insufficient information to make a recommendation on which site is more feasible, in terms of financial, social and environmental viability. City officers propose that the City commit resources to determine the following for each site:

- Arborist report (City officer time)
- Concept design in conjunction with representatives of each Men's Shed
- Quantity Survey (QS) estimate with indicative construction and operating costs
- Determine flexibility of each site in terms of space allocation with Department Planning Lands and Heritage.

The Men's Shed concept would aim to deliver an appropriate design that is:

- universally accessible
- environmentally responsible
- multi-purpose (if practicable) with flexible spaces
- maximised for social connection and benefit
- with consideration of whole of life costs
- in consultation with Mandurah Men's Shed, Peel Men's Shed and City officers

The City's primary focus for this project is to explore the opportunity for Men's Sheds to increase their capacity. Whilst it's not proposed to liaise with wider groups at this stage, it's certainly intended to ensure best practice approaches such as designing for joint use and multi-purpose where practicable, so long as catering for shared use doesn't jeopardise financial viability of the project.

Comment

The City has undertaken thorough research to identify, assess and prioritise potential sites for a men's shed in central Mandurah. The City has consulted with Mandurah Men's Shed and Peel Men's Shed over the past 2 years, with both giving in principle support for both Boundary Road (Option 1) and Reserve Drive (Option 2). The groups have shown eagerness to work together on a common goal of a combined Men's Shed that will serve the needs of the community.

Consultation

Extensive consultation has taken place with the Men's Sheds, including working group meetings, phone calls, in-person meetings with Shed representatives, site visits and emails. Most recently, a City officer met with Mandurah Men's Shed and Peel Men's Shed in early November 2023.

Policy Implications

POL-CNP 07 – Community and Recreation Facilities
POL-CNP 08 - Community Initiated Infrastructure Policy

Risk Implications

Without timely and appropriate support, there is a risk the Men's Sheds will be unable to operate due to lack of secure tenure, insufficient space and short-term operational issues. The City's demographic data demonstrates an ageing population that is likely to place increasing demand on the need for Men's Sheds.

The two options for a Central Men's Shed, Boundary Road and Milgar Park, are very different sites, each with a unique set of challenges. It's not practical that one design could service either site as they are both so different. It's recognised that this due diligence could be perceived as duplication, however, it's considered a worthwhile exercise to spend a smaller amount now being rigorous with concept design in an endeavour to save significant capital construction and operating costs in the long term.

There is an option to pause this project and budget in the 2024/25 year, however, this puts the project at risk in terms of progressing grant applications and securing funds which is not favourable.

Financial Implications

The City does not have funds listed in its long term financial plan to assist with operational or capital support for a Central Men's Shed. Once a site is identified, it's intended for Men's Sheds to fundraise and apply for grants.

It is estimated that the cost of this exercise will be approximately $15,000 per site. Sufficient funds are available in the Place and Community budget to fund the concept design and costing reports for both sites.

The other option is to consider this request as part of next year's budget.

Strategic Implications

The following strategies from the City of Mandurah Strategic Community Plan 2020 – 2040 are relevant to this report:

<u>Social</u>:

- Facilitate opportunities that promote community led initiatives and build local capacity and capability.
- Promote and encourage community connectedness to create social interaction and a strong sense of security and belonging.
- Provide a range of social, recreational and cultural experiences for our residents and visitors to enjoy and take pride in.
- Advocate for and facilitate the provision of diverse and environmentally sustainable places and spaces for people to enjoy an inclusive and active lifestyle.

Health:
- Provide and facilitate quality infrastructure that is accessible, and conducive to a healthy, active community.
- Provide quality health and wellbeing programmes and services that target whole of life health from infants to seniors.
- Promote the importance of a healthy, active lifestyle and the role the natural environment plays in preventative health, within our community.

Environment:
- Partner and engage with our community to deliver environmental sustainability outcomes.

Organisational Excellence:
- Listen to and engage with our community in the decision-making process.
- Ensure that our actions maintain a sustainable balance between economic growth, the environment and social values.

Conclusion

The report entitled “City of Mandurah Men’s Shed – Strategic Direction” has proven to be a helpful foundation document that provides direction regarding support for Men’s Sheds into the future.

In acknowledgement that provisions for a new Central Men’s Shed are necessary, an extensive investigation was undertaken to determine potential solutions and potential sites. On balance of different options, it’s recommended that Reserve 34627 (Milgar Park) and Reserve 46202 (Boundary Road, Mandurah) be supported for further suitability, including concept design and QS estimates.

RECOMMENDATION

That Council:

1. **Approve City officers to proceed with concept design and Quantity Surveyor Estimates for Reserve 46202, Boundary Road, Mandurah in consultation with representatives from Mandurah Men’s Shed and Peel Men’s Shed.**

2. **Approve City officers to proceed with concept design and Quantity Surveyor Estimates for Reserve 34267, Reserve Drive, Mandurah in consultation with representatives from Mandurah Men’s Shed and Peel Men’s Shed.**

3. **Requests officers to bring a report to Council with outcomes of the concept design and costings for both options, and proposed way forward.**

3	**SUBJECT:**	Funding Request for Peel Bright Minds Trail Blazers Program
	DIRECTOR:	Place & Community
	MEETING:	Ordinary Council Meeting
	MEETING DATE:	28 November 2023

Summary

Regional Development Australia Peel Inc. (RDA) is requesting $15,000 from the City of Mandurah to support delivery of the Peel Bright Minds Trail Blazers Program during 2023/24. This program encourages lifelong learning in Science, Technology, Engineering and Mathematics (STEM) to prepare the community, especially young people, with the necessary skills to thrive in the future of work.

Council previously supported Peel Bright Minds with an Agreement for $30,000 per year for three years, with the third and final payment in 2021/22. In October 2022/23, Peel Bright Minds contacted the City seeking funding for another 12 months for the Trailblazer Program, however, ultimately withdrew this request due to securing funds from another source.

It is recommended to support the request for $15,000 for the Trail Blazers Program and advise RDA that any future requests for funding Peel Bright Minds be considered within parameters of City Policy.

Disclosure of Interest

Nil.

Previous Relevant Documentation

• G. G.8/12/21	14 December 2021	Peel Bright Minds – Request for third year of Funding to be honoured due to COVID19 cancellation the previous year.
• G. G.21/5/18	22 May 2018	Peel Bright Minds – Request for Funding and approved for 3-year funding.

Background

Peel Bright Minds describes Trail Blazers as “a science engagement and youth development initiative that aims to ignite and promote young people’s passion for learning in the areas of science, technology, engineering and mathematics (STEM)” and that “the program focuses on developing the knowledge, skills and leadership capacity of young people aspiring to a career in STEM.” Trail Blazers runs for six-months, commencing with an intensive six-day camp and continues with a mentorship program that has a dual emphasis of both promoting STEM pathways and building the leadership capacity of participants.

Peel Bright Minds report three key objectives for the Trail Blazers Program:

(1) Empower young aspiring STEM professionals with the life skills needed to thrive in a dynamic work environment.
(2) Connect young people with the possibilities of STEM and the career pathways available to them.
(3) Remove barriers for regional young people aspiring to a career in the STEM industries, particularly those from marginalised or disadvantaged backgrounds.

Peel Bright Minds works with the community and partner organisations to communicate, coordinate and promote regional activities and events that promote STEM and connect the community, especially young people, to activities and opportunities in the region, including citizen science opportunities. They also encourage an aspirational culture among people of all backgrounds, ages and abilities in Peel, celebrating the region’s unique regional strengths through STEM and the arts. Peel Bright Minds accelerate this

learning by facilitating collaboration among regional stakeholders, especially STEM champions and researchers.

The Trail Blazers Program commences with a six-day STEM camp. The camp itinerary is an intensive schedule of workshops, activities and guest speakers that focuses on the themes of leadership development, critical thinking skills and exploring problem solving techniques. The program is facilitated by a team of camp leaders with extensive experience in youth development and are supported by a volunteer support team who oversee camp logistics. Participants also have the opportunity to engage with a range of inspiring speakers from Government and industry.

The intensive camp program comprises sessions facilitated by a mix of experts, community leaders, camp volunteers and program partners including:

- Hackathon sprint featuring a real-life industry challenge and judging panel;
- Hands-on daily STEM experiments and challenges;
- VIP networking dinner hosted by participants with sponsors and local STEM leaders from industry, education, and government;
- Mental health and bullying workshops;
- Public speaking and science communication sessions;
- Comfort zone challenges at an adventure / high-ropes facility;
- Design Thinking / problem-solving workshops and challenges;
- Inspiring guest speakers and panels on STEM career/leadership topics; and
- Leadership workshops that cover subjects such as self-awareness, teamwork, conflict-resolution, communication, privilege, and self-belief.

Evaluations of participants are conducted at the commencement and completion of the residential camp component of the Program and at the completion of the 6 months of the Program.

RDA reports that of the 138 Trail Blazers participants over the first four intakes of the program to date, 89 have been students from schools in the City of Mandurah LGA (64%).

- 10 from Coastal Lakes College
- 2 from Comet Bay College
- 6 from Coodanup College
- 7 from Frederick Irwin
- 2 from Foundation Christian College
- 16 from Halls Head College
- 6 home schooled students
- 15 from John Tonkin College
- 13 from Mandurah Baptist College
- 7 from Mandurah Catholic College
- 5 other

At its meeting on 22 May 2018, Council resolved to fund Peel Bright Minds with $30,000 for three years, being 2018/19, 2019/20 and 2020/21. A corresponding Sponsorship Agreement was signed by both parties in October 2018, and the City provided $30,000 per year for the first two years of the agreement. The funding provided by the City was not entirely for the Trail Blazers program, with the funds approved for several different initiatives.

In April 2020, the City received written correspondence from Regional Development Authority (Peel) advising that Peel Bright Minds would not be seeking a financial contribution in 2020/21 due to COVID-19 impacts, and the funds were retracted accordingly.

In November 2021, the City received a request by Peel Bright Minds to honour the final year of the 3-year funding commitment, and at its meeting on 14 December 2021, Council resolved to support the third and final payment of $30,000.

In 2022, the City received a request to support the 22/23 Trail Blazers Program which was later withdrawn because Peel Bright Minds secured funding from other sources.

In October 2023, Regional Development Australia Peel Inc. (RDA) provided written correspondence requesting $30,000 from the City (revised to $15,000) to support delivery of the Peel Bright Minds Trail Blazers Program during 2023/24. The City was advised funds would be used towards costs associated with venue hire, accommodation, catering, activity costs, photography and videography. In terms of acknowledgement, the City would receive recognition of support on social media, verbally at the camp and with an opportunity to display banners or merchandise at events.

RDA confirms that the City of Mandurah would be within a suite of sponsors that support Peel Bright Minds in 2023/24 including RDA Peel, Lotterywest, Department of Jobs, Tourism, Science & Innovation, Rio Tinto, NBN Co, Telstra, Alcoa, Shire of Murray, and Bendigo Community Bank Halls Head. RDA has intentionally sought a variety of funding partners, and not relied solely on the City.

Child safeguarding refers to the understanding that every child has the right to feel safe when participating in arts, cultural, community, sporting, and recreation activities. The City of Mandurah is progressing with a commitment to become a Child Safe Organisation that promotes safety and protects children and young people from harm. If the City commits to being a funding partner of Trail Blazers, it's prudent to require Peel Bright Minds to evidence to the City their commitment to child safeguarding and the National Principles for Child Safe Organisations. This would include, for example, confirmation that Peel Bright Minds is compliant with Working With Children Check legislation.

Comment

Peel Bright Minds has evidenced meaningful contributions and impact to the local community that align with the City of Mandurah strategic objectives in health, social, environment and economic outcomes.

City officers recommend Council support funding Peel Bright Minds Trail Blazers program with a $15,000 contribution in 2023/24. It's anticipated that future financial requests be considered consistent with Council Policy, or that Peel Bright Minds be financially self-sufficient in the future through a different funding model, and/or different funding partners.

Statutory Environment

Working with Children (Screening) Act 2004

Policy Implications

The request is consistent with the overall objectives of POL-RCS 04 Grants and Donations, being:

1) To support the City of Mandurah's (the 'City') role as a community partner in building capacity, developing community ownership and sustainability and community pride, identity and spirit.
2) To ensure that all members of the Mandurah community have access to a range of community activities and services.
3) To align grants and donations programs with the City's Corporate Business Plan.
4) To provide a framework that delivers an equitable and transparent process in which to assess and allocate funds to local non-profit community associations and residents.

This request is inconsistent with POL-RCS 04 Grants and Donations, in that the application was not submitted in accordance with the grant round.

To note, current POL-RCS 04 Grants and Donations is under review and will be presented to Council for consideration in early 2024.

Financial Implications

The original letter from Regional Development Australia Peel Inc. (RDA) received in October 2023 requested $30,000 however further clarification by City Officers confirmed that $15,000 was the total request.

The City has not allocated funds specifically for the purpose of making a financial contribution to Peel Bright Minds in the 2023/2024 operating budget or Long Term Financial Plan.

The City's Community Grant Program has a total budget allocation of $191,000 in 2023/24 with the grant round closing on 30 August 2023. The Partnership Grant Fund was undersubscribed, and after successful applications were awarded funding, it is confirmed that sufficient funds remain in Community Partnership Fund – General Operations (materials) account to support the request for $15,000 to the Trail Blazers Program.

Risk Analysis

Peel Bright Minds is evidenced to have a positive impact on the community by supporting residents to have adaptive STEM skills that can increase the likelihood of a positive, sustainable career and life.

RDA has confirmed that "all of Peel Bright Minds activities, staff and mentors are covered by relevant insurances, including $20,000,000 public liability cover."

Strategic Implications

The following strategy from the City of Mandurah Strategic Community Plan 2020 – 2040 is relevant to this report:

Economic:
- Actively partner and engage with business and industry to build Mandurah's entrepreneurial capacity and capability
- Advocate for and facilitate opportunities for improved pathways to education and learning outcomes in Mandurah
- Leverage partnerships with key stakeholders to achieve improved economic outcomes with due consideration to environmental impacts

Social:
- Promote a positive identity and image of Mandurah and the contributions of its youth
- Facilitate opportunities that promote community led initiatives and build local capacity and capability

Organisational Excellence:
- Demonstrate regional leadership and advocate for the needs of our community.

Conclusion

Peel Bright Minds undertakes initiatives that meet an identified community need. The Trail Blazer program has evidenced strong results for participants, with positive behavioural and mindset changes. The project is aligned with the City's strategic objectives and Transform Mandurah intentions.

City officers recommend that Council support the request to fund the Peel Bright Minds Trail Blazers Program in 2023/24 with a contribution of $15,000. It's also recommended that RDA and Peel Bright Minds be advised that any future requests for funding will be assessed consistent with Council Policy. Peel Bright Minds are encouraged to seek alternative funding for future years.

Refer Attachment 3.1: Trail Blazers Impact Evaluation Report – January 2022 to July 2023.

RECOMMENDATION

That Council:

1. Supports funding of $15,000 to the Peel Bright Minds Trail Blazers Program as a one-off contribution, subject to Peel Bright Minds evidencing their commitment to Child Safeguarding and commitment to the National Principles for Child Safe Organisations to the satisfaction of the Chief Executive Officer.

2. Notes that the funds of $15,000 in one (1) above will be secured from the unspent funds in the Community Partnership Fund – General Operations (materials) account in the 2023/24 operating budget.

3. Requests provision of an acquittal by Peel Bright Minds by 31 July 2024 that demonstrates how the $15,000 was expended and the outcomes generated.

4. Advises Regional Development Australia Peel and Peel Bright Minds that any future funding requests will be assessed in accordance Council Policy and community grant programs.

ABSOLUTE MAJORITY REQUIRED

TRAIL BLAZERS

IMPACT EVALUATION REPORT JANUARY 2022 TO JULY 2023

ABOUT PEEL BRIGHT MINDS

Peel Bright Minds is an initiative of Regional Development Australia Peel (RDA) with an accidental beginning. In 2016 a former RDA Chair, Paddi Creevey OAM, who remains a members of the Peel Bright Minds Steering Group to this day, was at the Sustainable Economic Growth for Regional Australia conference in Albany with other RDA staff and Members when she wandered into the wrong plenary session.

Paddi heard from Inspiring Australia WA about their Regional Hubs Network and realised the benefits having one in Peel could reap.From this Peel Bright Minds was born as an initiative of, and auspiced by RDA.

The Peel region's stakeholders came together in May 2017 to define the need for the initiative and with financial support initially from Inspiring Australia WA the first Program Co-ordinator was employed from January 2018. Peel Bright Minds was officially launched on 8th February 2018.

Peel Bright Minds has always taken its direction from a steering group comprising key stakeholders from regional development, education and the community sector. This group is now a formal sub-committee of RDA.

Peel Bright Minds was, and still is, strongly supported by public and private organisations across the region, both financially and with assistance at events and activities.

The first three years were about a few key things that created the foundation for Peel Bright Minds; creating community awareness of the program, the future of work and STEM more widely; and creating awareness of the Peel Bright Minds brand itself.

This was achieved through Peel Bright Minds attending numerous existing community events across the Peel; Mandurah Crab Festival. Peel Bright Minds also created its own events; Science Cafes across the region, the Peel Bright Minds Annual Awards, Curious Conversations podcasts and Innovation in Action Industry Tours.

In 2021 the steering group decided that awareness of Peel Bright Minds and importance of STEM was at a high enough level and it was time to get hands on with making a difference for the participation of Peel's young people in the future of work.

This is Trail Blazers.

TRAIL BLAZERS ABOUT THE INITIATIVE

Trail Blazers is a science engagement and youth development initiative that aims to ignite and promote young people's passion for learning in the areas of science, technology, engineering and mathematics (STEM). As far as we have been able t ascertain there is currently nothing like this program in Australia and the inaugural camp was held in January 2022 at Fairbridge Village near Pinjarra.

Trail Blazers runs for six-months, commencing with an intensive six-day camp and continues with a mentorship program that has a dual emphasis of both promoting continued engagement in STEM and building the leadership capacity of participants.

Trail Blazers has been expanded to encompass post-program engagement opportunities, including catch-up sessions, an Alumni group, and the Mentor in Training Program. Through active involvement of former participants, the aim is to cultivate mentors who can guide upcoming participants, sharing their unique pathways to successful STEM careers. This mentorship extends to providing support throughout their university endeavors, offering internships, and acknowledging their volunteer contributions with Peel Bright Minds.

The goal of Trail Blazer is to increase the STEM knowledge and self-efficacy of Peel's young people as they prepare to enter the workforce. Specifically in three key areas:

1. EMPOWER YOUNG PEOPLE WITH THE LIFE AND LEADERSHIP SKILLS NEEDED TO THRIVE IN A DYNAMIC WORK ENVIRONMENT.
2. CONNECT YOUNG PEOPLE WITH THE POSSIBILITIES OF STEM AND THE CAREER PATHWAYS AVAILABLE TO THEM.
3. REMOVE BARRIERS FOR REGIONAL YOUNG PEOPLE ASPIRING TO A CAREER IN STEM INDUSTRIES, PARTICULARLY THOSE FROM MARGINALISED OR DISADVANTAGED BACKGROUNDS.

TRAIL BLAZERS PROGRAM CONTENT

CAREER INSIGHTS IN AGRI-INNOVATION, DATA SCIENCE, ENGINEERING, ENVIRONMENTAL SCIENCE, GEOLOGY, AND MEDICINE.

MENTOR DISCUSSIONS IN FORENSICS, ENGINEERING, FOOD SCIENCE, ASTRONOMY AND MEDICINE.

EXCURSIONS AND GUEST SPEAKERS FROM STEM AREAS OF PARTICIPANT INTEREST

LEADERSHIP

DESIGN THINKING

ENGINEERING

MENTAL HEALTH

NETWORKING

TEAM WORK

SCIENCE EXPERIMENTS

ENTREPRENEURSHIP

FORENSIC SCIENCE

BULLYING

CODING

ROBOTICS

FIRST AID

TRAIL BLAZERS MENTORSHIP – 6 MONTHS

ATTENDING TEDXYOUTH@KINGSPARK EVENTS

BUSHWALKING CREERY WETLANDS COODANUP

MURDOCH UNIVERSITY ACTIVITIES AND OPEN DAYS

VISIT TO SCITECH WITH PLANETARIUM SHOW

BBQ AT PERTH OBSERVATORY AND TOUR WITH TELESCOPE VIEWINGS

BBQ'S, OLNA PREP, STUDY SESSIONS, VIP AND BIRTHDAY EVENTS

VISIT TO THROMBOLITES IN LAKE CLIFTON

ALUMNI CATCH UP, WHATSAPP GROUP AND WEBSITE BLOG SECTIONS

TRAIL BLAZERS

IMPACT REPORT

ALL FOUR PROGRAMS

PARTICIPANT PROFILE

136 PEEL TEENAGERS AWARDED A PLACE AT TRAIL BLAZERS

205 PARTICIPANTS SELF NOMINATED FOR TRAILBLAZERS

61 FEMALE

69 MALE

2 NON BINARY

4 TRANSGENDER

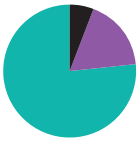
4 INDIGENOUS PARTICIPANTS

8 HOME SCHOOL

43 PRIVATE SCHOOL

85 PUBLIC SCHOOL

PARTICIPANTS PER TYPE OF SCHOOL



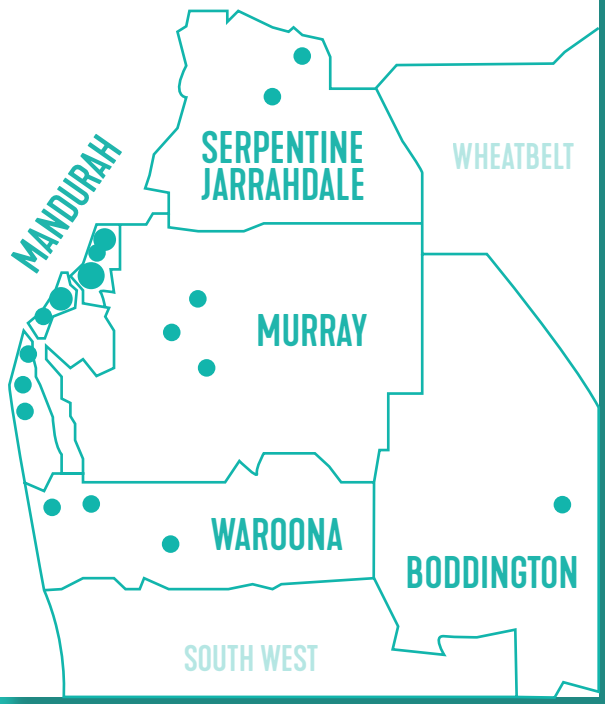
HOME PRIVATE PUBLIC

PARTICIPANTS AGED **13-17**

AVERAGE AGE **14**

5 GEOGRAPHICAL AREAS REPRESENTED

91 x CITY OF MANDURAH
23 x SHIRE OF MURRAY
10 x SHIRE OF WAROONA
7 x SHIRE OF SERPENTINE-JARRAHDALE
3 x SHIRE OF BODDINGTON



PARTICIPANTS UNDERTAKE **31** ACTIVITIES DURING THE 6 DAY CAMPS

THEN ATTEND **6** MEET-UPS DEISIGNED TO INSPIRE STEM FUTURES.

TRAIL BLAZERS

IMPACT REPORT

ALL FOUR PROGRAMS

SURVEY COMPARISONS

From January 2022 Peel Bright minds have monitored the program before camp, directly after camp and after the 6 month Mentorship. The average results from January 2022 to July 2023 are compiled below.

Questions	Before Camp	After camp	6 months Post Program
Participants will be pursuing a career in STEM when they finish high school.	56%	64%	74%
Participants who are satisfied that the education they're receiving is preparing them to meet their career aspirations	37%	51%	75%
Participants who are confident that STEM is the right career for them	43%	87%	84%
Participants aware of multiple pathways to reach my education/ career goals	40%	60%	60%
Participants who are confident in their academic ability	64%	93%	76.6%
Respondents who feel they have mentors who support them to reach their goals	68.5%	89%	78.5%
Participants who enjoy solving problems	67%	91%	88%

TRAIL BLAZERS

IMPACT REPORT

ALL FOUR PROGRAMS

GOAL: INCREASE STEM KNOWLEDGE AND SELF-EFFICACY OF PEEL'S YOUNG PEOPLE AS THEY PREPARE TO ENTER THE WORKFORCE.

ALUMNI SURVEY - JUNE 2023

FROM RESPONSES OF PAST PARTICIPANTS SINCE JANUARY 2022

PARTICIPANTS REPORTED AN 79% INCREASE IN SELF-ESTEEM

79.5% OF PARTICIPANTS THINK OF THEMSELVES AS SMART

74.3% PARTICIPANTS REPORTED THEY WILL PERSUE A CAREER IN STEM

94.9% OF PARTICIPANTS ENJOY SOLVING PROBLEMS

89.9% OF PARTICIPANTS UNDERSTAND REAL WORLD APPLICATIONS OF STEM

75.9% OF PARTICIPANTS FEEL CONFIDENT ABOUT ASPIRING TO STEM CAREERS

79% OF PARTICIPANTS FEEL PREPARED FOR A CAREER IN STEM

8 MENTORS IN TRAINING HAVE BEEN IDENTIFIED FROM THE ALUMNI GROUP.
30 HAVE EXPRESSED INTEREST FOR FUTURE PARTICIPATION AS MENTORS.
3 HAVE COMMENCED THE INITIAL PROGRAM ON TRAIL BLAZERS 4 CAMP.
5 FUTURE MENTORS WILL FACILITATE THE JUNIOR TRAIL BLAZERS EVENT IN OCTOBER 2023.

TRAIL BLAZERS TESTIMONIALS...

After Trail Blazers, I began to think about what a leader would do in certain situations, I became a little more confident and willing to step out of my comfort zone because I knew that it is was what a leader would do.

That it's hard sometimes to push yourself, it's hard to learn new things, it's hard to trust and it's hard to be the best person you can be. But even thought it's hard you can do it because you will do it for your team and you'll do it to create a better future for yourself. You'll do it for yourself and it's a life changing experience to push out of that comfort zone, with new friends and old.Sometimes it takes time but it's worth the struggles and hours to come out on top.

Trail Blazers was one of the best and most memorable experiences. This Trail Blazers taught me so many lessons that will help me along the way in life.Trail Blazers was full of so much fun and i met so many amazing people, i will never stop recommending this camp.

I found the camp exhausting and tough, but also incredibly fun, thought-provoking, and inspiring all at once. At times it can be difficult, but it's at those times where you learn the most, and it only makes it all the more rewarding when you finally overcome the challenge. But even then, you always have trustworthy people who are experiencing the exact same thing right beside you that make everything fun and exciting, and those same people may even be future life-long friends. Trail Blazers is truly a very special experience which I'm glad to have had the honor of partaking in; I've learned so much from so many different people.

The key take away for me was that you should have a go at everything, because anything could be an opportunity! I've learned that there are opportunities of all sorts wherever you look: careers, knowledge, friendships, and even just improving on yourself. The most important part about that take away is that if you don't see these opportunities, then you're probably not looking for them. However, if you treat everything as a chance for growth, then you'll never miss an opportunity!

A really life changing experience. The people you meet, the leaders and the kids alongside you, are people you're gonna have in your life whenever and forever. To push yourself out of your comfort zone is a massive step and on this camp I found myself doing that constantly, whether that was talking in my group or encouraging them to push themselves too. To do the activities that I definitely wouldn't have normally. Everything about this camp helped make me realise what kind of future I want and the person I wanna be.

Give your all to everything because why not? You're at trail blazers to push your comfort zone and learn, so do the hard activities and the easier ones, do it for yourself, your team and your future. You become a different person when you leave, a person who wants to make change.

Trust in the process, you may think that there isn't a purpose to an activity but when you step back and look at the bigger picture in the end it will impact the way you live your life.

TRAIL BLAZERS OVERALL PARENT FEEDBACK

Parents were asked about changes in the participants lives, from their engagement in school to communication skills and general interest in their futures. A selection of verbatim reponses from Trail Blazers 1-4 programs are below:

HAVE YOU NOTICED ANY CHANGES IN THE PARTICIPANT SINCE THEY RETURNED FROM TRAIL BLAZERS?

Yes, definately more confident in communication with others and a growth in maturity.
The main difference is that she found people she felt she could be herself with, open up to. She hasn't had close friends for years and hopefully something will develop from the relationships built at camp.
It's all they talk about. They had a great time.
Yes, he loved the camp and is much more future directed now. We are having lots of conversations about careers, possibilities, camp leaders and school options.
Yes. Super confident.
This program has been life-changing for him. He was so positively impacted by the 5 days. He talked nonstop on the way home and we read the warm fuzzies and there were lots of tears from both of us... good ones. He is a very emotional lad and regularly needs a good cry and release when he is over-whelmed. It is so healthy to do this, especially as a boy. this is his superpower. honest emotional and kind.
I was worried he might be completely over everyone as he regularly needs time out but he said he would have stayed for 3 weeks if he could.
He raved about your leadership team, demonstrating the values that wish to see in the kids. he related very closely to Issy his leader and she has inspired him to want to come back to develop his skills
He said to his Dad that he felt he was worried about returning to schoolmates and the connection not being as deep with them as with the Trailblazers group. We have talked about how these are all differ-ent relationships that he needs in his life and that these are all important for different reasons.
We were part of scouts in the past and my comparison towards the group would be that trail blazers has a way of working with each Indvidual and everyone gains that respect and trust towards their mentors. Its been a really good experience forher, its heightened her confidence in a very positive way. She really wants to do the camping again.
I am so incredibly grateful for Peel Bright Minds and the Trail Blazers team of mentors and sponsors for creating life changing opportunities for our youth. My son has returned from camp with an ignited interest in STEM, a motivation to learn and a new level of confidence. He has described the Trail Blazers camp as 'the best week of my life', he has made memories and friendships he will never forget. Thank you! It's a big 5 star review from me!
It sounds like Trail Blazers camp provided opportunities to push kids to new limits, to support and lead them to feel empowered, capable and valuable members outside of their comfort zone.
We can not thank you enough or express our families' gratitude to you all for this opportunity for him. You have helped to support and encourage him to tap into his leadership ability which we have always seen and encouraged but this is so much more afirming coming from outside lighthouses in his life.

"MY DAUGHTER ATTENDED THE TRAIL BLAZERS CAMP AND CAME HOME WITH A GREATER KNOWLEDGE OF SOME OF THE AMAZING STEM CAREERS AND OPPORTUNITIES WITHIN THE PEEL REGION. MORE IMPORTANTLY SHE RETURNED WITH INCREASED CONFIDENCE, MET SOME INCREDIBLE MENTORS AND MADE SOME GREAT FRIENDS ALONG THE WAY."

- PARENT, FEBRUARY 2022

TRAIL BLAZERS STRATEGY FOR IMPROVEMENT

Opportunities for more effective reporting, commitment to community and connection to past participants is an ongoing challenge for the Trail Blazers program. Strategies for to counteract these challenges are outlined below.

Increased Connection to community through events and school visits.

Since Covid-19, Peel Bright Minds has altered their connection to communtiy focusing on the Trail Blazers program. Greater connection to community and events will enhance knowledge and understanding of the Trail Blazers program. By visiting school assemblies and interacting with students and teachers directly, Peel Bright Minds aims to get a broader range of participants from more diverse backgrounds, focusing on those students that have complex barriers.

Improving Reporting and Engagement for Trail Blazers Program in Peel community

To enhance the evaluation of the Trail Blazers program's impact in the Peel Community, changes are being implemented to reporting and engagement. This includes consistent reporting methods for better comparison and a captivating end-of-program event.

Strengthening School Connections and Teacher Engagement

Stronger connections with Teachers and STEM educators need to be formulated. Through sessions that will focus on sharing effective strategies to inspire students to participate in STEM activities and careers, enabling teachers to recommend the program to students.

Empowering Young Students

Junior Trail Blazers will facilitate the transition to Trail Blazers mentorship, guiding students from limited STEM interest to active engagement. This progression ensures a clear understanding of Peel Bright Minds' objectives and fosters enthusiastic participation in STEM activities as students advance from Junior Trail Blazers to the Trail Blazers Camp Program

Enhancing Parental Involvement

Enhancing parental involvement includes providing expanded online information and utilizing social media for updates on their child's progress. Furthermore, a parent information night has been introduced to foster connections between parents, mentors, and Peel Bright Minds staff.

TRAIL BLAZERS MENTOR ENGAGEMENT

PEEL BRIGHT MINDS AIMS TO SUPPORT MENTORS AND STEM AMBASSADORS WITH THEIR UNIVERSITY ENGAGEMENT, WHILE GAINING VALUEABLE FEEDBACK AND INSIGHTS INTO THE PROGRAM.

Mentors are a key part of this project, and a large determining factor for success. Mentors guide participants, lead a small group, facilitate activities/challenges and assist with the camp delivery.

THE UNIVERSITY OF WESTERN AUSTRALIA | McCusker Centre for Citizenship

Peel Bright Minds works with McCusker Centre for Citizenship to provide opportunities for students from the University of Western Australia to engage in real work in a community context, demonstrate an understanding of professional responsibility and citizenship, apply and develop valuable and transferable skills for the benefit of the community, develop a deeper awareness of social issues challenging society, make connections and create a professional network and explore ways to apply their knowledge and skills post-degree.

Curtin University

Curtin University recognises volunteer hours for students to go towards their degrees as credit points. Students can use hours from Trail Blazers Camp and the following mentor program to gain these credit points.

Murdoch University

Murdoch requires students to undertake community service positions with 40 hours of real world learning to gain their degrees. Students are asked to find a host organisations to engage and then are required to complete reports on their experieinces in the program and at camp. Students are asked to use critical thinking and professional judgement to plan and enact a real-world learning experience, demonstrate self-awareness in relation to development of a range of career skills and dispositions in a real-world learning experiences and critically reflect and evaluate their preparedness for work.

24 MENTORS FROM MURDOCH, UWA & CURTIN UNIVERSITIES HAVE VOLUNTEERED THEIR EXPERTISE FOR OVER 3650 HOURS

TRAIL BLAZERS

MENTOR CONTRIBUTION

FEEDBACK AND INSIGHTS INTO THE PROGRAM ARE COLLECTED VIA WEB SURVEY AFTER TRAIL BLAZERS CAMP FOR IMPROVEMENT OPPORTUNITIES AND CONTRIBUTION TO THE PROGRAM.

Mentors have offered feedback on camp structure, resting time, support opportunities and future engagement roles.

Mentors from the first Trail Blazers program have also returned to camp as guest speakers and facilitators.

Some of those feedback ideas are represented here.

It's worth it when you realise your impact on the kids and their impact on you.

More down time for mentors should be considered with such a packed schedule.

I think more whole team activities would be beneficial to them group developing as a whole. I would also love to do warm fuzzies as I think they're really valuable following camp and building the team.

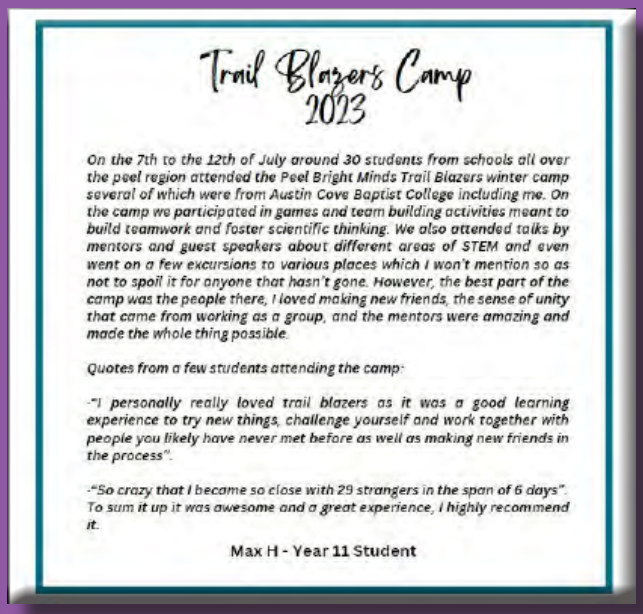
I think that it would be advantageous to invite the mentors in training down to camp earlier in the program and allow them to run their own activity (as a group) to create more exposure in relation to what it means to be a mentor / leader of an activity

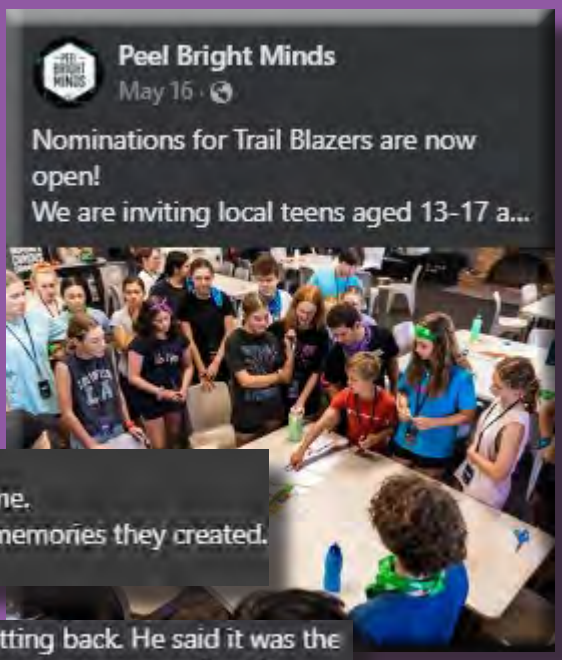
More planning towards some of the bigger activities to ensure that there is less stress beforehand.

"I think the level of mentor involvement in all activities was even better this camp and this definitely came across in some of the close bonds which were formed. It was also great for the mentor team to share the load around, giving others a bit of a break and a chance to learn stuff too."
- January, 2023.

TRAIL BLAZERS SOCIAL MEDIA ENGAGEMENT

PEEL BRIGHT MINDS AIMS TO STAY CONNECTED WITH THE COMMUNITY AND SHARE STEM RELATED IDEAS AND EVENTS. THESE ARE SOCIAL MEDIA TAGS AND FEEDBACK FROM THE COMMUNITY.





Love this! [redacted] had the most amazing time.
I can't thank you all enough for the wonderful memories they created.
They can't wait for the catch up!

Totally agree.. [redacted] has been buzzing ever since getting back. He said it was the best thing he has ever done.. a heartfelt thanks for all of you to give them all such a wonderful, amazing and life changing experience.

[redacted] an amazing time and raving about everything you all did and the new friends she has made.

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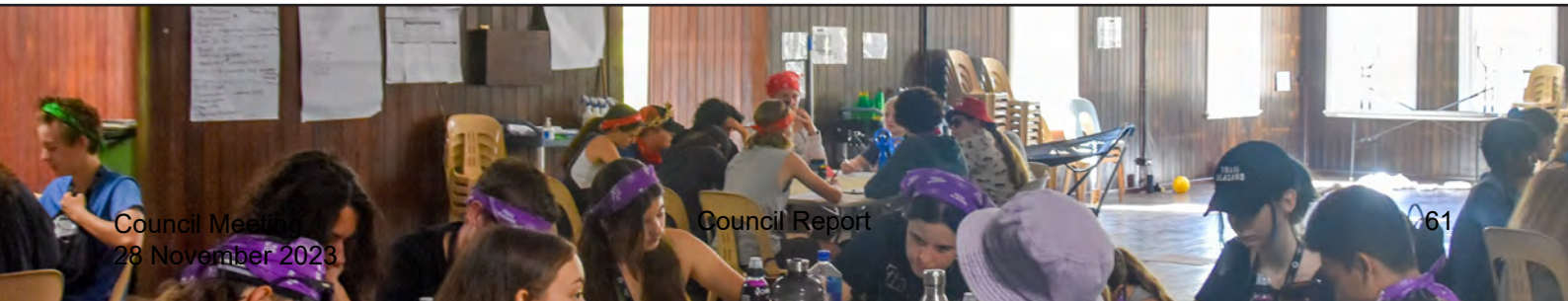

4	**SUBJECT:**	City Centre Parking Plan – Adopt for Advertising
	DIRECTOR:	Strategy and Economic Development
	MEETING:	Council Meeting
	MEETING DATE:	28 November 2023

Summary

Council is requested to adopt for advertising purposes, the draft City Centre Parking Plan (CCPP). The City Centre Parking Plan has been prepared to inform decision-making on the management of existing car parking and the timing, prioritisation, and delivery of parking related infrastructure over the next ten years.

The City Centre Parking Plan aims to enable parking management improvements to be made in the short to medium term, whilst also projecting and planning for the longer-term.

Extensive stakeholder engagement was undertaken, in conjunction with the City Centre Master Plan, between March and October 2022. The outcomes of which have helped inform the development of both plans.

The overall estimated total cost of implementation of the Parking Plan is $2.5m. Funding arrangements are incorporated within existing budget for 2024/25 or through allocation in the Long Term Financial Plan, for either new capital or within the renewals and upgrades program. This total figure is exclusive of funds allocated towards future land acquisition purchases and pre-existing projects that will have an impact on parking provision, such as the Waterfront Redevelopment projects, the Western Foreshore commercial site project and Sutton Farm redevelopment.

It is recommended that Council endorse the draft City Centre Parking Plan for public advertising, to allow the opportunity for comments to be provided by stakeholders and the broader community.

Disclosure of Interest

Nil

Previous Relevant Documentation

• PCDS.13/9/11 and G.24/9/11	13 September 2011	Council resolved to adopt the City of Mandurah Car Parking Strategy.
• PCDS.18/5/06 and G.36/5/06	16 May 2006	Council resolved to support the principles of the Mandurah Central Revitalisation Strategy.

Background

In September 2011, Council endorsed a City Centre Car Parking Strategy which recognised that:

'a key challenge for the City is to provide sufficient parking to address mobility, access and economic needs whilst also balancing the competing land uses which are necessary to ensure a sustainable, vibrant and thriving pedestrian oriented City Centre.'

Since September 2011 there have been significant changes that impact parking requirements for the City Centre Precincts. These changes include:

- Population Growth;
- New Mandurah Bridge;

- The delivery of the Waterfront Project;
- Development of Economic Research;
- Improved technologies in way finding, parking vacancy monitoring and more sustainable transport;
- Public and alternative modes of transport;
- The viability of multi-decked car parking due to cost;
- Access and use of cash in lieu contributions;
- Security and lighting requirements; and
- Walkability and inclusion requirements.

The development of the City Centre Parking Plan (CCPP) provides an opportunity to review the recommendations of the 2011 City Centre Car Parking Strategy, as identified in the Corporate Business Plan, and will enable parking management improvements to be made in the short to medium term, whilst also projecting and planning for the longer-term.

For both the City Centre Master Plan and City Centre Parking Plan, the community were engaged through a variety of methods. A Community Values Survey, community pop-ups and business drop-in sessions, a series of community and business workshops and through face-to-face meetings with our business and landowner stakeholders. From this, we had over 1,000 people contribute their thoughts and ideas to the future vision for Mandurah's City Centre. The outcomes of the engagement process have been used to inform and shape the recommendations made as part of this Parking Plan.

Comment

Purpose

To set the intent for the CCPP, six overarching objectives have been developed:

- Reduce long-term growth in demand for parking across the City, through increased use of active transport modes in line with the City's Integrated Transport Strategy;

- Utilise technology and timed parking strategically to manage parking demand and parking bay turnover, using a model that prioritises short-term parking in the busiest locations and longer-term parking on the periphery;

- Ensure parking is well located and accessible, particularly meeting the needs of people with limited mobility. Increase the use of underutilised, existing carparks by making layouts more efficient and improving safety;

- Parking in high value areas is incrementally converted over time into more productive public uses that contribute to the economic growth, improved amenity and success of the City Centre;

- Introduce an intervention matrix to detail the actions that will be undertaken at appropriate trigger points; and

- Monitor parking occupancy levels on an ongoing basis to enable appropriate decision-making around parking management and to identify when intervention triggers have been reached.

Scope

Consistent with the City Centre Master Plan, the City Centre is divided into four precincts. This allows for opportunities, challenges and possible solutions to be explored on a precinct-level, as each precinct operates slightly differently.

For the purposes of the preparation of the CCPP, the focus has primarily been on Precincts 1 to 3.

Extensive work was undertaken in 2017, to address car parking challenges in the Mandurah Ocean Marina. At that time, a community working group was formed and a series of recommendations (at an estimated cost of $371,000) were endorsed by Council. Proposed actions related to improvements to the movement network into and around the Marina, with a particular focus on parking areas, pedestrian safety, signage, parking enforcement and education. Most of these identified actions have been implemented.

Whilst the Marina precinct was not included in occupancy surveys for this reason, recommendations relating to ongoing parking occupancy monitoring and interventions will apply to all four precincts.

Existing Supply, Management and Occupancy

Nine car parking occupancy surveys were undertaken between January and March 2022, to identify the amount of parking that exists within the precinct areas and the occupancy levels of that parking. A further four occupancy surveys were also undertaken, two in July 2022 (during Winter in Mandurah ice skating event), one in November 2022 following the opening of the Giants in Mandurah and the Western Foreshore play space and one in April 2023, to assess the effect of these changes on parking. This data has been analysed separately.

The audit identified a total of 2012 car parking bays within the City Centre, with 76 ACROD bays, 41 Motorcycle bays, 3 taxi/on demand transport bays, 3 loading bays and 3 existing set down/pick up areas.

The optimum use of public parking would be an average occupancy of between 65% and 85%. This provides adequate accessible and convenient parking while ensuring bays are available for newly arrived vehicles. Beyond 85% average occupancy, there is a greater circulation of drivers looking for vacant bays, causing inconvenience, adding to traffic volumes and leading to a perception that there is not enough parking. Average occupancy under 65% means the parking is under-utilised, which is inefficient.

Key findings of the occupancy surveys are significant and can be summarised as follows:

- The overall average occupancy levels of all three precincts are under 65%, which indicates that there are opportunities for more efficient use of the existing parking supply, with improved management.

- Around 70% of off-street bays have no time restrictions and approximately 40% of on-street bays have no time restrictions. This enables users to stay for unlimited periods in a significant number of locations.

- There is currently a range of time restrictions, predominantly in locations within the City Centre Core. Restrictions do not, however, apply on Sundays and public holidays, which are among the City Centre's busiest days. Further, some areas do not have restrictions that apply on a Saturday. In a day tripping tourist destination like Mandurah these restrictions no longer match the peak period requirements.

- Over 85% of all public parking bays allow a visitor to stay for 3 hours or more, with under 2% of the available on and off-street public parking being higher turnover bays (short-term parking less than 30 minutes). In high demand areas, this creates a lack of vehicle turnover and currently encourages longer-term parking in areas where a higher turnover of customer parking would be an advantage, to support economic activity.

- Within the City Centre Core (Precinct One), several locations reached peak occupancy. On and off-street parking locations adjacent to the Eastern Foreshore have extremely high occupancy rates, with average occupancy levels exceeding 90%. This leads to a perception of a lack of parking, however, it is likely due to the current timed parking arrangements enabling longer stays in these high demand locations, resulting in a lack of bay turnover.

- Car parks on the eastern side of the City Centre such as Mewburn (35%), Gibson Street (41%), Leslie Street (13%) and Hackett Street East (12%), are significantly under-utilised with average occupancy levels of under 45%. This could be due to a number of factors such as; wayfinding, safety concerns, current timed arrangements and lack of awareness of alternative public parking options.

- Vacant private landholdings on the corners of Cooper St and Mandurah Terrace are used extensively on weekends, but there is capacity within existing car parks in close walking distance, at these peak periods. Should these landholdings be developed in the future, there is sufficient capacity within existing public parking.

- Average occupancy levels within parking bays west of Sholl Street are 65%, with bays to the east of Sholl Street averaging 22%. This could be due to the parking behaviour of seeking to park as close to the destination as possible. As the City grows this is likely to become unsustainable.

- There remains extensive capacity on the Western Foreshore in the Mary Street and War Memorial car parks. However, these car parks have seen an increase in average occupancy since the opening of the Giants in Mandurah and the Western Foreshore play space. Mary Street from 15% to 25% average occupancy and the War Memorial car park from 20% to 35%.

Future supply of car parking

There are a number of factors that may affect parking demand such as population growth, the growth in commercial activity and employment, the increased use of rideshare services (e.g. Uber, Lyft, etc), the potential wide-scale use of autonomous vehicles, the increasing cost of fuel, the increased uptake of walking and cycling and the increasing use of micro-mobility through e-scooters and e-bikes.

Historically, parking has been provided based on anecdotal demand, as opposed to measured occupancy levels or demand forecasting. Measuring occupancy provides a much more in depth understanding of the parking environment.

In order to determine the future car parking requirements for the study area, analysis has been undertaken by consultants to project the growth in parking demand and what this might do to the average occupancy levels over a 20 year timeframe. The low, medium and high growth scenarios were derived by looking at forecast population growth for Mandurah. Forecasting the long-term growth in parking demand is difficult and contingent on a range of factors such as population, employment and changes in travel behaviour/mode share.

Based on these low, medium, and high scenarios, the analysis indicates that by 2033, under a low and medium growth scenario, overall average parking occupancy for the City Centre will remain within the optimum range for efficient use of parking (65-85 percent). It is only under a high growth scenario that the overall average occupancy levels peak at 94 percent.

However, intra-precinct occupancy rates suggest that there is some urgency to re-balance demand and supply, via adjustments to timed parking arrangements, particularly around the Eastern Foreshore. Parking supply across the City Centre, however, appears to be sufficient at present.

Notwithstanding the above, the development over time of existing City owned freehold land that currently accommodates public parking (in addition to the development of vacant sites that currently accommodate over-spill parking) will result in fluctuations in parking demand and supply.

In the longer term, the City must continue to explore opportunities to facilitate parking supply while assessing the impact of new technologies and behaviours that may impact demand, including continuing to assess the viability of decked parking and acting upon opportunities to enable the continuation of long-term at-grade parking provision in appropriate locations, through the acquisition of targeted lots identified within the Property Strategy. It is also imperative that regular parking occupancy surveys are undertaken at a precinct level, to confirm Mandurah's parking demand growth trajectory.

Key Recommendations

There are a number of key recommendations that have been developed following consideration of all the inputs into the plan including the outcomes of the engagement process, the analysis of the existing parking environment and current occupancy levels, the demand forecasting and the consideration of a variety of intervention options. These can be summarised as follows:

- To improve wayfinding, there are several opportunities for the provision of improved parking information such as: the provision of updated and additional entry signage at all seventeen off-street parking locations, the implementation of specific parking wayfinding signage to direct drivers to all day parking at the earliest point of entry to the City Centre, the integration of car park locations into an existing GPS system (Google and/or Apple maps), the provision of improved brochures and maps on the City's website and the consideration of parking apps and other technologies.

- To make more efficient use of the existing parking supply there are several interventions that can be used including: the introduction of restrictions on Sundays and Public Holidays, the modification of timed parking arrangements to increase turnover of cars in the busiest locations and to allow all-day parking in appropriate locations such as Mewburn car park. The introduction of additional pick up and set down bays in high demand locations (Eastern and Western Foreshores) and activity nodes is recommended to support this increase in shorter timed parking arrangements. These pick-up/set-down bays would enable people to drop off passengers and belongings, and drive to park in a longer-stay parking bay, within a five-minute walk.

- To promote the use of existing under-utilised parking locations and enhance feelings of safety, there are a number of off-street parking locations that are identified for upgrades, namely Mewburn car park, Eastern Foreshore Central and North, Hackett Street East car park and Mandurah Performing Arts Centre/Seniors Centre car park. Car parks that are well lit, safe, easy to navigate with good surface condition and line marking, have appropriate landscaping and signage are key factors in ensuring that locations are utilised.

- The introduction of an Intervention Matrix enables evidence-based decisions to be made at the appropriate time in the City's growth phase. This prevents ad-hoc decision-making and premature spending.

- The introduction of paid parking is not recommended until such time as occupancy levels increase and a suite of other interventions has been used. However, it may be necessary at some time in the future as the City Centre grows.

- Decked parking is not currently viable due to cost to build in terms of construction and land value and also ongoing maintenance. Generally, the viability of decked parking is contingent on a paid parking model, as the costs associated with it would have to be funded through a user pays arrangement, within a reasonable pay-back period. Decked parking would not therefore be feasible without the prior introduction of paid parking within Mandurah, as any decked facility would be unlikely to be used, if parking remained free and plentiful elsewhere.

- A number of recommendations have been included to future-proof the City's on-going at grade parking provision. There are several existing committed projects in the pipeline that will generate additional provision and will delay any further provision to the long-term, in accordance with the intervention matrix. These include locations at Sutton Farm and on the Western Foreshore, in both on and off-street provision.

  Further investment in the provision of additional off-street parking facilities should only be considered when the levels of service for parking are not being met, despite implementation of a range of parking management measures. This may occur sooner (or later) dependent on several factors such as the City's growth, or the sale or re-development of existing City owned freehold land that is currently used for parking.

In addition, targeted lots have been identified in the City's Property Strategy (Acquisitions), for this purpose. These lots will provide long-term protection of adequate at-grade public parking provision, should other freehold parcels be developed, and a multi-deck parking option remains unviable. The City of Mandurah has a City Centre Acquisition Reserve in order to be in a position to act on appropriate land acquisitions, as and when opportunities arise.

- A peak period overflow and events parking plan is recommended to be prepared to assist in the more formalised management of parking during these periods.

- A Payment in Lieu of Parking Plan (formerly cash-in-lieu) is required to be prepared by Local Governments where they intend to collect payments in lieu of on-site parking provision in private developments. These funds will not only be utilised to improve parking infrastructure but can now be used to invest in achieving other more active transport goals. A review of the parking ratios within the Local Planning Framework is also recommended to ensure that the provisions within the Mandurah Strategic Centre Precinct Structure Plan strike an appropriate balance and remain fit for purpose in assessing private parking provision.

- It is essential that an understanding of usage patterns and trends of the existing parking environment within the City Centre is maintained, through annual occupancy monitoring. This data is essential to identify priority areas for decision-making around parking management and to identify when intervention matrix triggers have been reached.

Implementation and Funding Sources

The recommended actions of the City Centre Parking Plan are outlined with implementation timeframes and approximate costs, to ensure that the document is robust and deliverable.

One of the key recommendations is to establish a City Centre Parking Plan Implementation Group. The purpose of the group is to lead the delivery of the CCPP actions, including proposing budget recommendations through the Long Term Financial Plan, to undertake on-going annual monitoring of occupancy levels (during summer period for all 4 precincts) and to report on progress to Council.

The overall estimated total cost of the Parking Plan is $2.5m. Funding arrangements are incorporated within existing budget for 2024/25 or through allocation in the Long Term Financial Plan, for either new capital or within the renewals and upgrades program. This total figure is exclusive of funds allocated towards pre-existing projects that will have an impact on parking provision, such as the Waterfront Redevelopment projects, the Western Foreshore commercial site project or Sutton Farm redevelopment. Within the City's Long Term Financial Plan $166,000 has been allocated in 2023/24, $834,000 in the 2024/25 and $1m in 26/27 financial years, to deliver the actions of the CCPP.

There are several funding sources for the delivery of the Parking Plan. These include infringement revenue from parking sensors (to be installed in high value locations to increase turnover of vehicles), existing and future cash in lieu contributions, the existing operational budget and the allocation of funds through the Long-Term Financial Plan.

Consultation

If adopted, the City Centre Parking Plan will be advertised for a period of at least 28 days. This will include placing details on the Mandurah Matters website, social media posts on the City's Facebook page, and direct consultation with stakeholders who have been involved in previous engagement in the development of the Plan. Consultation will also occur with Mandurah Environmental Advisory Group (MEAG), Youth Advisory Group and Access and Inclusion Committee.

Statutory Environment

The recommendations of the City Centre Parking Plan relating to a review of the provision of the Mandurah Strategic Centre Precinct Structure Plan will have statutory implications on the Local Planning Framework, as will a review of the provisions within the Parking and Parking Facilities Local Law 2015 as a mechanism to allow multiple motorbikes to find parking in the City Centre, through allowing multiple motorbikes to be parked together in car parking bays.

Policy Implications

Nil

Financial Implications

There are no financial implications associated with advertising the draft City Centre Parking Plan for public comment. The proposed public consultation and finalisation of the CCPP will be completed in house within the current operating budget.

Risk Analysis

The City Centre Parking Plan will guide decision-making around parking management and the timing of additional parking provision to avoid ad hoc and reactionary spending of capital funds based on anecdotal evidence. The Plan provides appropriate evidence-based analysis on need, current occupancy levels and provides recommendations and actions to improve the parking environment.

The efficient utilisation of parking supports the City's ability to leverage the unique experience that the Mandurah City Centre offers. The potential consequences of an inefficient use of parking range from encouraging higher levels of private vehicle use, which can increase congestion and pollution and in-active and visually unappealing parking areas between buildings, which negatively impacts built form and amenity outcomes. Equally, an under supply of parking can have economic impacts on businesses and tourism and can lead to community frustration, reputational risk and a negative impact on brand.

Strategic Implications

The following strategies from the City of Mandurah Strategic Community Plan 2020 – 2040 are relevant to this report:

Economic:
- Promote and foster investment aimed at stimulating sustainable economic growth.
- Facilitate and advocate for sustainable local job creation, and industry growth and diversification
- Establish and leverage opportunities with key stakeholders to achieve sustainable economic outcomes with due consideration to environmental impacts.

Social:
- Promote safety within the community through urban design.
- Promote a positive identity and image of Mandurah based on its unique lifestyle offering.
- Provide diverse and sustainable places and spaces that enable people to lead an active lifestyle.

Health:
- Provide and facilitate quality community infrastructure that is accessible, and conducive to a healthy, active community.

Environment:
- Protect and manage our local natural environment ensuring our actions don't adversely impact our waterways.

Organisational Excellence:

- Ensure the City has the capacity and capability to deliver quality services and facilities through accountable and transparent business practices.
- Ensure that our actions maintain a sustainable balance between economic growth, the environment and social values.

Conclusion

The outcomes of the City Centre Parking Plan demonstrate that growth is likely to continue, there are ways to reduce parking demand and to better manage the existing parking supply to enable existing capacity to be better utilised, before considering additional provision. There is also a range of intervention measures that can be implemented, as and when average parking occupancy levels require it.

The recommendations included within the implementation table seek to give confidence to decision-makers that there are a range of solutions to address any short, medium and long-term challenges.

NOTE:

- Refer ***Attachment 4.1 Draft City Centre Parking Plan 2023-2033***

RECOMMENDATION

That Council adopts the draft City Centre Parking Plan 2023-2033 (as detailed in Attachment 4.1) dated November 2023, for the purposes of community consultation.

CITY OF MANDURAH

ATTACHMENT 4.1

City Centre Parking Plan

2023 - 2033

Record of adoption

Stage	Document Version	Approval Date
Draft for Internal Review	1	June 2023
Revised Draft for Internal Review	1A	September 2023
Draft to be adopted by Council for advertising	2	October 2023

Schedule of Modifications

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Contents

1. Introduction 4

1.1 Purpose 4
1.2 Strategic Alignment 5
1.3 Objectives 8
1.4 Plan Area 9
1.5 SWOT Analysis 11
1.6 Community Engagement 12

2. Existing Parking Supply and Management 14

2.1 Existing Supply 14
2.2 Existing Parking Management 16
2.3 Local Government Benchmarking 17
2.4 Existing Occupancy Levels 18
2.5 Analysis of occupancy Levels 22

3. Future Parking Demand Analysis 23

3.1 Factors Affecting Parking Demand 23
3.2 Future Parking Requirements 26

4. Parking Management Options 28

4.1 Demand Management Options 28
4.2 Intervention Options 30

5. Intervention Matrix 46

6. Implementation 50

6.1 Actions and Recommendations 50
6.2 Funding Sources 50

Tables

Table 1 Car Parking Benchmarking 17
Table 2 Average Occupancy and Growth Scenario Analysis 27
Table 3 Existing Car Park Upgrades 34
Table 4 Implementation Table 52

Figures

Figure 1 Strategy Framework 7
Figure 2 SWOT Analysis 11
Figure 3 Engagement Results Summary 13
Figure 4 Time restrictions by Percentage of total Bays 16
Figure 5 Parking Occupancy Precinct 1: City Centre Core 19
Figure 6 Parking Occupancy Precinct 2: City Centre North 20
Figure 7 Parking Occupancy Precinct 3: Western Foreshore 21
Figure 8 Factors Affecting Parking Demand 25
Figure 9 Intervention Matrix 47
Figure 10 Quick Wins 48
Figure 11 Staged Implementation and Recommendations 49

Plans

Plan 1 Parking Plan Area 10
Plan 2 Existing Parking and Occupancy Plan 15
Plan 3 Parking Plan Recommendations 51

1. Introduction

1. 1 Purpose

Efficient parking is essential in a growing Strategic Centre such as Mandurah. Given that all vehicle trips start and end with a parking event, parking supply and management is central to integrated transport and land use planning.

It is important to balance the need for parking by effectively reducing demand, balancing supply and providing alternative transport options. It should be recognised that it is not possible or desirable in a growing city, to meet all access demands by private vehicle.

Well-managed car parking can bring real benefits to the community, businesses and visitors by:

- Allowing the community to access local businesses and services more easily by increasing bay turnover;
- Reducing parking frustrations and negative feedback;
- Potentially increasing revenue for local businesses by increased footfall; and
- Supporting the desired urban form and pedestrian-first environment through well located parking supply in the City Centre.

If parking is not actively managed, there can be a range of unintended consequences such as increasing congestion, pollution, urban heat islands, inactive and visually unappealing spaces between buildings and sub-optimal use of land.

In September 2011, Council adopted the City Centre Car Parking Strategy, which recognised that:

> ***'a key challenge for the City is to provide sufficient parking to address mobility, access and economic needs whilst also balancing the competing land uses which are necessary to ensure a sustainable, vibrant and thriving pedestrian oriented City Centre.'***

Since September 2011, there have been significant changes that have impacted parking management for the City Centre. These changes include:

- Population growth
- New Mandurah Bridge
- The delivery of the Waterfront Project
- Development of Economic Research
- Improved technologies in wayfinding, parking vacancy monitoring and more sustainable transport
- Public and alternative modes of transport
- The viability of multi-decked car parking due to cost
- Access and use of cash in lieu contributions
- Security and lighting requirements, and
- Walkability and inclusion requirements

The development of the City Centre Parking Plan (CCPP) provides an opportunity to review the recommendations of the 2011 City Centre Car Parking Strategy and will enable parking management improvements to be made in the short to medium term, whilst also projecting and planning for the longer-term.

The CCPP will:

- analyse the current parking situation
- assess the demand and supply of parking facilities
- develop strategies to inform decision-making to ensure that the City's parking management is aligned with the strategic vision for the place, and
- provide a prioritised set of deliverable actions for the next ten years

1.2 Strategic Alignment

Council's Strategic Community Plan 2020-2040 provides a direction for ensuring that the activities and services that the City delivers are prioritised in line with the expectations and aspirations of the community.

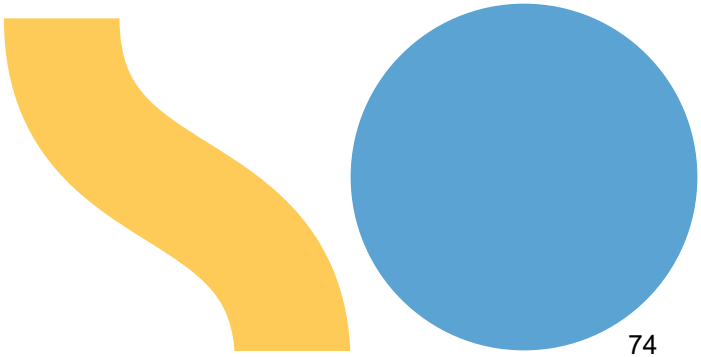
The Strategic Community Plan provides guidance on how to tackle the major challenges Mandurah will face in the future including addressing climate change and environmental pressures, improving education and economic outcomes, providing essential community infrastructure and ensuring that we maintain the social fabric that makes Mandurah such a great place to live.

Our Place Aspiration:

"Woven by waterways, a city with a village heart"

Our Place Vision:

"We are built in nature – a meeting place surrounded by unique waterways, where the wellbeing of our people and our environment are nurtured; where business in the community can thrive and where entrepreneurship is celebrated. We will be the place where a thriving regional city and the heart of a village meet. This is our Mandjoorgoordap."



The aim of the City Centre Parking Plan is to provide a parking-specific action plan to assist in the achievement of the Place Aspiration and Vision, and to deliver the objectives of the Strategic Community Plan's key focus areas, being economy, health, social, environment and organisational excellence.

The following Strategic Community Plan objectives relate to the City Centre Parking Plan:

Focus Area 1: Economic

1.1 Promote and foster investment aimed at stimulating sustainable economic growth

1.2 Facilitate and advocate for sustainable local job creation, and industry growth and diversification

1.5 Establish and leverage opportunities with key stakeholders to achieve sustainable economic outcomes with due consideration to environmental impacts

Focus Area 2: Social

2.1 Promote safety within the community through urban design;

2.2 Promote a positive identity and image of Mandurah based on its unique lifestyle offering

2.6 Provide diverse and sustainable places and spaces that enable people to lead an active lifestyle

Focus Area 3: Health

3.3 Provide and facilitate quality community infrastructure that is accessible, and conducive to a healthy, active community

Focus Area 4: Environment

4.2 Protect and manage our local natural environment ensuring our actions don't adversely impact our waterways

Focus Area 5: Organisational Excellence

5.5 Ensure that our actions maintain a sustainable balance between economic growth, the environment and social values

The City Centre Parking Plan (CCPP) is one of the implementation tools of the City's Integrated Transport Strategy and the City Centre Master Plan as shown in **Figure 1**.

Figure 1
Strategy Framework

1.3 Objectives

To set the intent for the CCPP, six objectives have been developed:

- Reduce long-term growth in demand for parking across the City, through increased use of active transport modes in line with the City's Integrated Transport Strategy
- Utilise technology and timed parking strategically to manage parking demand and parking bay turnover, using a model that prioritises short-term parking in the busiest locations and longer-term parking on the periphery
- Parking is well located and accessible, particularly meeting the needs of people with limited mobility. Increase the use of under-utilised, existing car parks by making layouts more efficient and improving feeling of safety
- Parking in high value areas is incrementally converted over time into more productive public uses that contribute to the economic growth, improved amenity and success of the City Centre
- Introduce an intervention matrix to detail the actions that will be undertaken at appropriate trigger points to manage parking vacancy rates
- Monitor parking occupancy levels on an ongoing basis to enable appropriate decision-making around parking management and to identify when intervention triggers have been reached.

1.4 Plan Area

Consistent with the City Centre Master Plan, the City Centre is divided into four precincts, as shown in **Plan 1**.

This allows for opportunities, challenges and possible solutions to be explored on a precinct-level, as each precinct operates slightly differently.

For the purposes of the preparation of the CCPP, the focus has primarily been on Precincts 1 to 3.

Extensive work was undertaken in 2017, to address car parking challenges in the Mandurah Ocean Marina. At that time, a community working group was formed and a series of recommendations (at an estimated cost of $371,000) were endorsed by Council.

Proposed actions related to improvements to the movement network into and around the Marina, with a particular focus on parking areas, pedestrian safety, signage, parking enforcement and education.

Most of these identified actions have been implemented.

Whilst the Marina precinct was not included in occupancy surveys for this reason, recommendations relating to ongoing parking occupancy monitoring and interventions will apply to all four precincts.

On an ongoing basis, a key recommendation of the CCPP is to establish a City Centre Parking Plan Implementation Group. The purpose of the group is to lead the delivery of the CCPP actions, including budget allocation recommendations through the Long-Term Financial Plan, to undertake ongoing annual monitoring of occupancy levels (during the summer period for all four precincts) and to report on progress to Council.

Plan 1: Plan Boundary and Precinct Areas

- P1 Precinct 1: City Centre Core
- P2 Precinct 2: City Centre North
- P3 Precinct 3: Western Foreshore Precinct
- P4 Precinct 4: Marina Commercial / Residential

Note: Precinct 4 was not included in the 2022/23 Parking Occupancy Surveys

0 125 250m

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1.5 SWOT Analysis

To ensure a thorough understanding of the existing parking environment in the City Centre, an analysis of the strengths, weaknesses, threats, and opportunities has been undertaken, as shown in **Figure 2**.

Strengths

- Low speed pedestrian-oriented environment in some parts of the City Centre
- Free and plentiful parking is available within a 5-minute (400m) walking distance of several key destinations
- Some parking technology is in place (licence plate recognition)
- The City Centre is serviced by two bus services, with relatively high frequency from the Mandurah Train Station
- Current under-utilisation of parking east of Sholl St in Precinct One and throughout much of Precincts 2 and 3. This indicates adequate supply

Weaknesses

- Safety concerns within the City Centre and public car parks
- Heavy focus on the desire to park directly on the Waterfront
- No parking restrictions on Sunday's or public holidays
- Lack of regular data collection around parking occupancy
- Public Transport Links to City Centre from surrounding suburbs are time-consuming and inconvenient leaving limited alternative transport options
- Limited wayfinding and signage
- There is limited user information on the City's website about parking options
- Poor pedestrian environment in certain locations discourages walking from peripheral, untimed car parks

Opportunities

- More effective use can be made of all public parking facilities through a variety of interventions
- Simplification of time restrictions will result in greater compliance and an increase in bay turnover
- Regulation changes now enable cash-in-lieu revenue to be used for a range of different purposes, such as to fund upgrades to existing off-street car parks and surrounding streetscapes
- Improved facilities for people who ride and walk will encourage these mode share options
- The City owns land which could be used temporarily for additional off-street parking facilities (when required) or as overflow parking during events and peak periods
- Incorporating art into wayfinding and signage

Threats

- Significant over-provision of parking in new developments will have a negative effect on built form outcomes by creating large voids of under-utilised space, creating car-based environments that disconnect pedestrians from activity generators/key destinations
- Long-stay timed parking arrangements in the busiest locations will result in low turnover of bays, resulting in people circulating to find a vacant bay, increasing congestion
- Sale of City owned freehold public off street car parks could potentially result in an under-supply of public parking, which would be to the detriment of the City Centre
- Restrictive and inconvenient transport options will increase demand for long-stay car parking

1.6 Community Engagement

The City of Mandurah has actively listened to the community's thoughts, ideas and concerns about local parking in the City Centre. Community input was collected through the community values survey, community engagement pop-ups and business drop-in sessions, community and business workshops, and face-to-face meetings with our business community.

The City Centre Master Plan and Parking Plan Engagement Report (2022) sets out the feedback from the various engagement methods, and how this has informed the development of both plans.

In relation to parking, the community were asked a series of questions relating to:

- the mode of transport they use to get to the City Centre?
- The length of time people spent in the City Centre?
- how long they would be prepared to walk from their parked car to their destination?
- how long it actually took to walk from their parking bay to their destination the last time they visited the City Centre?
- whether they can find a car park when they need one? and
- if you could improve anything about the City Centre, what would it be?

Figure 3 provides a snapshot of the outcomes of the engagement in relation to parking.

One of the most common parking related comments has been that there is a need for more car parking. This suggestion is usually accompanied by the perception that this will assist businesses in the City Centre and will attract more people to the City Centre. However, current research indicates that the success of a City Centre hinges on a broader range of factors, such as being a place that people want to visit because of the amenity and having things to do for a range of age groups when you arrive.

If a place is attractive enough it may be that there is a willingness for trade-offs, such as utilising other modes of transport or parking a little further from the main destination or area of high activity/amenity and walking a little further, for those that are able to. An outcome of this is that the people walking will add to the level of activity in other parts of the City Centre (not just along Mandurah Terrace) and this may potentially lead to additional spending in local businesses.

There is no doubt that a balance needs to be struck to ensure the most efficient possible use of parking provided. The recommendations of the CCPP will endeavour to strike that balance.

Figure 3 Engagement results Summary

If you could improve anything about the City Centre what would it be?

Drop off/set down bays on the foreshore would be good, then I would be happy parking a bit further away

A long-term parking solution needs to be made that's secure and local to the city centre

Widen the footpath on Mandurah Terrace between Pinjarra Road and Tuckey Street and make pedestrians the priority rather than cars.

Improve lighting on the Eastern Foreshore and in car parks and walking routes from Sholl Street. Improve signage regarding available all day parking.

Just keep parking free!

No parking at top end of Mandurah Terrace. It is a real shame when you dine out at one of the restaurants and the beautiful view to the Estuary is obstructed by cars.

Value Survey Findings

477 responses

87%
normally get to the City Centre by car

30min-2hrs
length of time most respondents (68%) spend in City Centre

5min
preferred length of walking time from car park to destination by majority of respondents (58%)

90%
said that it takes them 5minutes or less to walk from car park to destination

70%
are able to find a car park when they need one

2. Existing Parking Supply and Management

2.1 Existing Supply

Across the three precincts, there are over 2000 public parking bays, with 850 bays within Precinct 1 (City Centre Core), 980 bays within Precinct 2 (City Centre North) and 180 bays in Precinct 3 (Western Foreshore).

The distribution and location of the parking is shown in **Plan 2**.

Nearly 80 percent of these public parking bays are located 'off-street' in seventeen at-grade, formalised car parks, with the remaining 20 percent being located 'on-street'.

There are also 76 ACROD bays in total across the 3 precincts. This equates to 3.5 percent. As a benchmark, the Building Code of Australia (BCA) requires 1 in 50 (2 percent) ACROD bays for shops and the United Kingdom requires 3 in 50 (6 percent). Given Mandurah's aging population and the fact that there are over 90,000 ACROD permit holders in Western Australia, it is essential to ensure that people with disability are able to access all parts of the City Centre with ease.

Observations indicate that ACROD bays are sufficient in number and are at reasonable occupancy levels, but their distribution requires further consideration, as some of the most desirable locations have the lowest amount of ACROD bays. Locations with the most ACROD bays are Mandurah Performing Arts Centre (MPAC) car park, Leslie Street car park and Mewburn car park. Locations with the least amount of ACROD bays are in the off-street car parks along Mandurah Terrace.

There are 41 Motorcycle bays with an adequate distribution across the City Centre.

To support the functions of the City Centre there are three taxi/on demand transport bays, three loading bays and three existing set down/pick up areas.

There are also several parcels of private land (particularly along Mandurah Terrace) that are currently utilised by the community for parking.

Plan 2 Existing Parking

- Off Street Public Parking: 1600 bays (80%)
- On Street Public Parking: 400 bays (20%)
- Off Street Private Parking
- 200m (2.5m walk) / 400m (5 min walk)
- 1 Hour Timed Parking
- 2 Hour Timed Parking
- 3 Hour Timed Parking
- 4 Hour Timed Parking
- All Day Parking

Car Park Name *(Parking Station No/Name if allocated)*	Public Bays	Average Occupancy
Precinct 1: City Centre Core		**64%**
1 Mewburn *(1: Sholl Street Parking Precinct)*	167	**35%**
2 Post Office *(10: Sholl Street Parking Precinct)*	67	**55%**
3 Leslie Street	188	**13%**
4 Eastern Foreshore South *(4: Mandurah Terrace Precinct 1)*	19	**96%**
5 Eastern Foreshore Central *(3: Mandurah Terrace Precinct 2)*	45	**96%**
6 Gibson Street *(5: Gibson Street Parking Station)*	56	**41%**
Precinct 2: City Centre North		**40%**
7 Eastern Foreshore North *(8: Boardwalk)*	59	**74%**
8 Civic Centre / Visitors Centre *(9: Boardwalk)*	26	**77%**
9 Mandurah Performing Arts Centre / Seniors Centre	318	**59%**
10 Vivaldi Drive	181	**51%**
11 Stingray Wharf	30	**30%**
12 City of Mandurah Administration *(40 bays office hours use)*	77	**20%**
13 Nell Regan Hall Site	12	**1%**
14 Hackett Street West	39	**34%**
15 Hackett Steet East	42	**12%**
Precinct 3: Western Foreshore		**18%**
16 Western Foreshore South	88	**15%**
17 Western Foreshore North (War Memorial)	91	**20%**

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2.2 Existing Parking Management

Around 70 percent of off-street bays have no time restrictions and approximately 40 percent of on-street bays have no time restrictions. This enables users to stay for unlimited periods in a significant number of locations. A more strategic approach to the use of timed arrangements would be beneficial.

There is currently a range of various time restrictions, predominantly in locations within the City Centre Core.

These restrictions do not, however, apply on Sundays and public holidays, which are among the City Centre's busiest days.

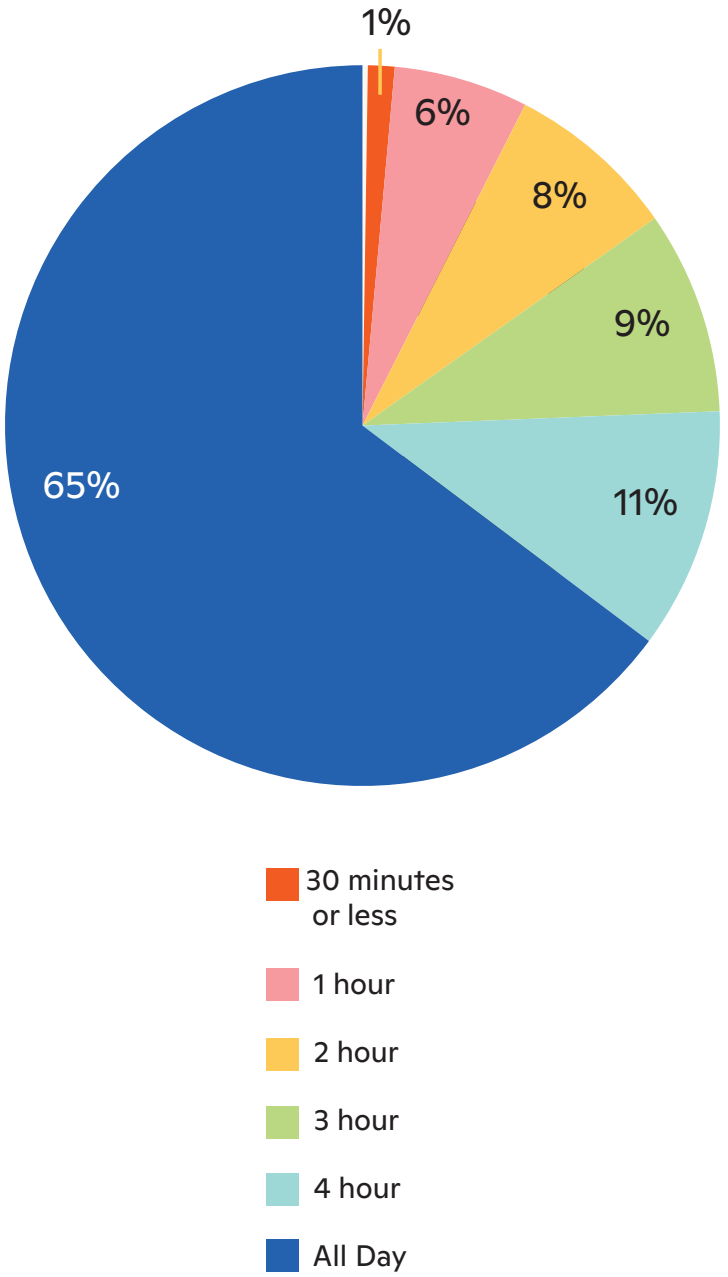
Furthermore, some areas do not have restrictions that apply on a Saturday.

In a day tripping tourist destination like Mandurah these restrictions no longer match the peak period requirements.

Over 85 percent of all public parking bays allow a visitor to stay for three hours or more, with under 2 percent of the available on and off-street public parking being higher turnover bays (short-term parking less than 30 minutes).

In high demand areas, this creates inefficiency and a lack of vehicle turnover and currently encourages longer-term parking in areas where a high turnover of customer parking would be an advantage, to support economic activity.

Figure 4 Time Restrictions by Percentage of Total Bays



2.3 Local Government Benchmarking

Analysis has been undertaken to compare the amount of parking in the City Centre to other places, with the results shown in **Table 1**.

It is difficult to draw like for like comparisons, however, it does provide an indication of relative supply.

Perth is the capital city for Western Australia and is the civic, cultural and economic heart of the State. It has an estimated total employment floorspace of just over 2 million square metres (2018) and is the primary centre of commerce and administration.

Fremantle is a Strategic Metropolitan Centre (as identified in the State Planning Framework) but is different to Mandurah in terms of context.

Fremantle has a residential population of approximately 31,000 people, a daily commuting workforce of around 8,000 people and is the most visited destination in Western Australia outside of Perth CBD, with about 1.2 million visitors annually. Whilst Fremantle is a larger activity centre, Mandurah's parking levels are comparable, approximately a third less within a similar sized area.

Rockingham is a neighbouring Strategic Centre and is similar to Mandurah in terms of the train station being remote from the City Centre and the waterfront being a significant attractor. The figures included in **Table 1** relate to the Rockingham Foreshore area only and not the entirety of the City Centre.

The amount of parking provision on the Rockingham Foreshore is significantly less than Mandurah, however, it should be noted that the area concerned is significantly smaller also.

Table 1 Car Parking Benchmarking

	On-street bays	Off-street bays (public)	Indicative Areas (Km²)	Bays per Km²
Perth CBD[1]	6,000	11,000	7.5	2667
Fremantle CBD[2]	1,000	2,300	1.3	2538
Rockingham Foreshore[3]	416	414	0.23	3608 (830 bays)
Mandurah City Centre	423	1589	1.37	1468

[1]About City of Perth Parking [2]A quick guide to parking in Freo [3]Public Parking at the Rockingham Foreshore

2.4 Existing Occupancy Levels

To better understand the performance of the existing car parking environment in the City Centre, nine car parking occupancy surveys were undertaken between January and March 2022, to identify the amount of parking that exists within the precinct areas and the occupancy levels of that parking.

Figure 5, **Figure 6** and **Figure 7** provide a snapshot of the data from nine occupancy surveys in the three precincts.

The occupancy survey methodology was designed to cover the busiest periods and included a range of days and times during the summer period, some school holiday and non-school holiday times, evenings and weekends. ACROD and Motorcycle parking were also included.

Additionally, data was collected for six private landholdings within the City Centre (some formalised through parking agreements and some not) that currently provide parking opportunities for the public, at particularly busy times. These were included to understand when they are being utilised and whether, at those particular times, there is capacity in existing formalised public car parks, that are slightly further east of Mandurah Terrace in terms of walking distance.

A further four occupancy surveys were also undertaken, two in July 2022 (during Winter in Mandurah ice skating event), one in November 2022 following the opening of the Giants in Mandurah and the Western Foreshore play space and one in April 2023, to further understand and assess the effect of these changes on parking. This data has been analysed separately.

Average occupancy overall for all on and off-street parking areas within the City Centre is generally below 55 percent.

65- 85 percent average occupancy provides an optimum use of public parking, providing adequate accessible and convenient parking while ensuring bays are available for newly-arrived vehicles.

Beyond 85 percent average occupancy there is a greater circulation of drivers looking for vacant bays, causing inconvenience, adding to traffic volumes, potential congestion and a likely perception that there is not enough parking.

Average occupancy under 65 percent means the parking is under-utilised, which is inefficient.

Parking Occupancy

Precinct 1 – City Centre Core

64%
Overall Average occupancy for Precinct 1

Average parking occupancy rates

95% 1 Mandurah Terrace on-street parking (Pinjarra Road to Tuckey Street)
36 bays available

91% 2 Mandurah Terrace on-street parking (Gibson Street to Cooper Street)
48 bays available

96% 3 Eastern Foreshore Central Car Park
45 bays available

96% 4 Eastern Foreshore South Car Park
19 bays available

35% 5 Mewburn Car Park
167 bays available

41% 6 Gibson Street Car Park
56 bays available

84% 7 Sholl Street Car Park
64 bays available

13% 8 Leslie Street Car Park
188 bays available

Parking Occupancy

Precinct 2 – City Centre North

40%
Overall Average occupancy for Precinct 2

Average parking occupancy rates

77% 1 Civic Centre Car Park
26 bays available

74% 2 Eastern Foreshore North Car Park
59 bays available

34% 3 Hackett Street West Car Park
39 bays available

12% 4 Hackett Street East Car Park
42 bays available

20% 5 City of Mandurah Administration Car Park
77 bays available

59% 6 Mandurah Performing Arts Centre and Senior Centre Car Park
318 bays available

Parking Occupancy

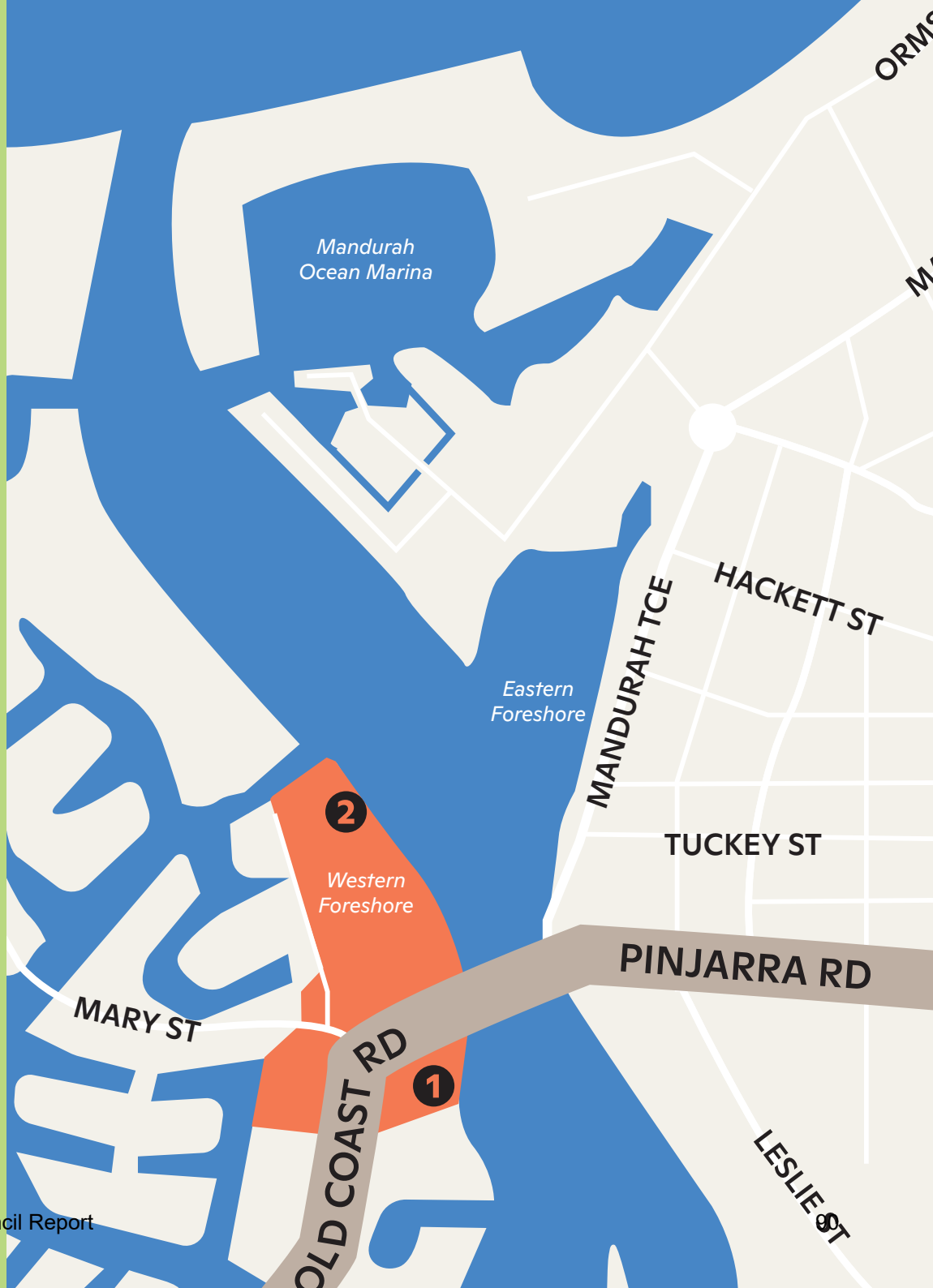
Precinct 3 – Western Foreshore

18%
Overall Average occupancy for Precinct 3

Average parking occupancy rates

15% ❶ Western Foreshore South Car Park
88 bays available

20% ❷ Western Foreshore North Car Park
91 bays available



2.5 Analysis of Occupancy Levels

The overall average occupancy levels of all three precincts are under 65 percent, which indicates that there are opportunities for more efficient use of the existing parking supply, with improved management.

Within the City Centre Core (Precinct One), several locations reached peak occupancy. On and off-street parking locations adjacent to the Eastern Foreshore have extremely high occupancy rates, with average occupancy levels exceeding 90 percent. This leads to a perception of a lack of parking, however, it is likely due to the current timed parking arrangements enabling longer stays in these high demand locations, resulting in a lack of bay turnover.

Car parks on the eastern side of the City Centre such as Mewburn, Gibson Street car park, Leslie Street and Hackett Street East, are significantly under-utilised with average occupancy levels of under 45 percent. All these car parks, with the exception of Leslie Street, are within a two minute walk (250 metres) of the Eastern Foreshore. The low occupancy levels could be due to a number of factors such as wayfinding, safety concerns, current timed arrangements, and lack of awareness of alternative parking options.

As mentioned above, in some locations in the City Centre, the timed parking arrangements are not fit for purpose, as drivers are not encouraged to look for vacancies within a short walk. In other locations, the current timings do not match the need within the precinct, for example, for all day parking.

Vacant private landholdings on the corners of Cooper Street and Mandurah Terrace are used extensively on weekends, but there is capacity within existing car parks in close walking distance, at these peak periods. Should these landholdings be developed in the future, there is sufficient capacity within existing public parking.

Average occupancy levels within parking bays west of Sholl Street are 65 percent, with bays to the east of Sholl Street averaging 22 percent. This could be due to the parking behaviour of seeking to park as close to the destination as possible. As the City grows, this is likely to become unsustainable.

There remains extensive capacity on the Western Foreshore in the Western Foreshore South and Western Foreshore North car parks. However, these car parks have seen an increase in average occupancy since the opening of the Giants in Mandurah and the Western Foreshore play space. Western Foreshore South from 15 percent to 25 percent average occupancy and the War Memorial car park from 20 percent to 35 percent. Capacity remains but this will require ongoing monitoring.

3. Future Parking Demand Analysis

3.1 Factors Affecting Parking Demand

Mandurah is a growing population centre serving a broad catchment. It is a significant employment centre and is also an important tourist destination for Western Australians, as well as interstate and international visitors. The population is forecast to continue to grow steadily, to reach approximately 120,000 by 2036.

This means that Mandurah will become home to almost 30,000 new residents over the next 10+ years. Much of this growth has been identified in the Local Planning Strategy, within the Central Mandurah area, through infill development.

It is likely that Mandurah will continue to welcome cars into the City Centre for many years to come, within a people-friendly, safe environment. As the City evolves into a larger strategic centre, it is likely that places will become busier, and the ability to accommodate higher numbers of vehicles will be constrained. As land becomes more constrained over time, it will become increasingly important to find the highest and best use for valuable public spaces and to become more sophisticated with non-car based transport.

The City Centre, with its unique waterfront, will continue to attract an increasing number of visitors. Without a proactive approach to parking management, demand and supply fluctuations could lead to a poor visitor experience, which may reduce visitation and ultimately would have an adverse economic impact.

Demand and supply fluctuations may eventuate because of public and private development activity. For example, developments may occur which drive visitation to the City Centre and/or developments may occur which convert existing formal and informal parking locations into other uses.

Additionally, the City of Mandurah's Property Strategy details several parcels of land within the City Centre that have been identified to assist in the future economic development of the City, a number of which are currently utilised in the interim, for public car parking.

Future transport needs may also be different to what they are today for several reasons, including:

- the increased use of rideshare services (such as Uber, Lyft, etc)
- the potential wide-scale use of autonomous vehicles
- the increasing cost of fuel
- the increased uptake of walking and cycling (particularly since the pandemic)
- the increasing use of micro-mobility through e-scooters and e-bikes, and
- the City Centre including an increasing residential population

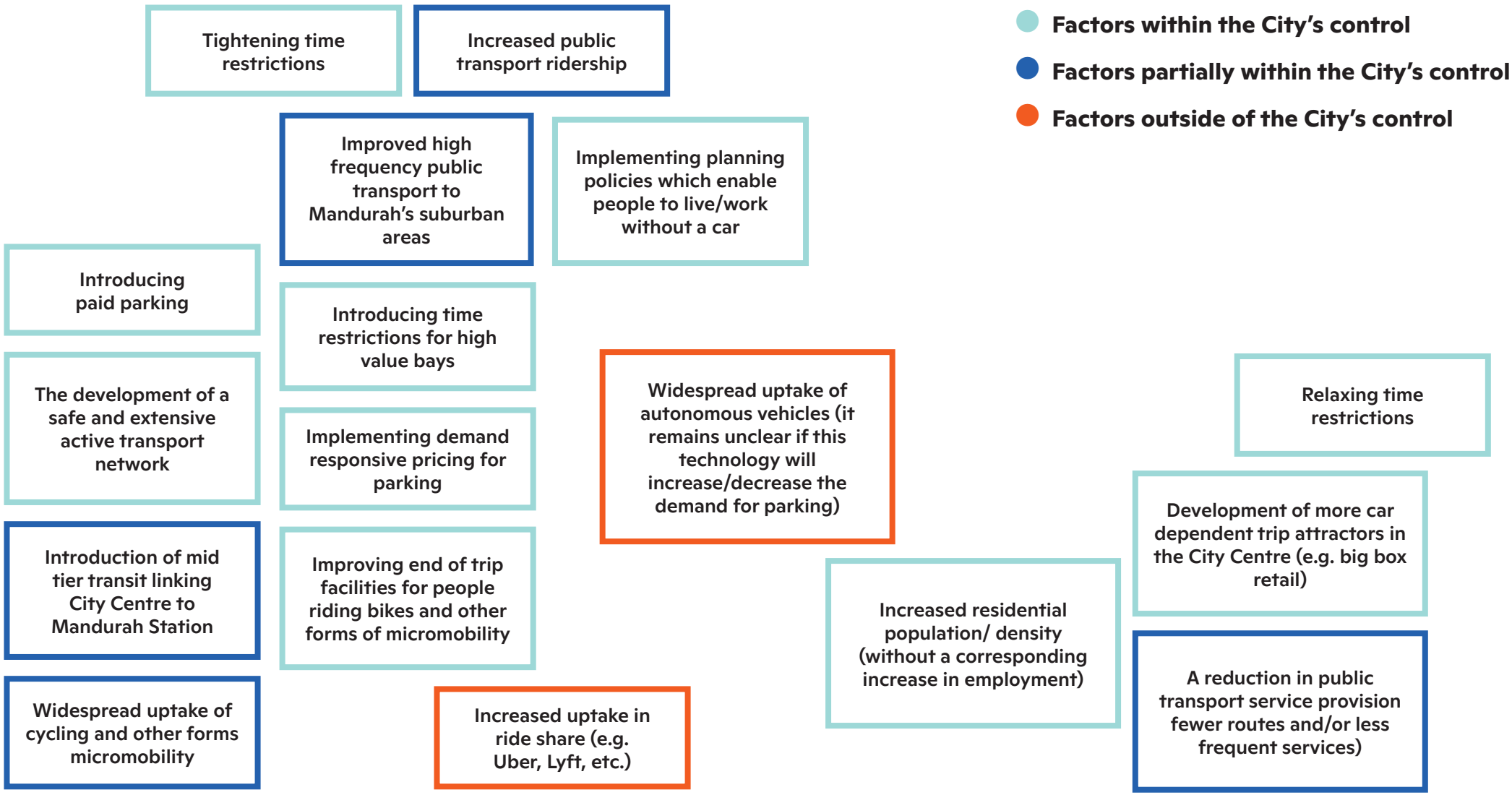
The Integrated Transport Strategy includes a number of recommendations to meet the aspiration to be a location where walking and cycling is a safe, connected and convenient mode of transport. The Strategy also contains recommendations to support the increased use of boats, as a form of transportation. Residents and visitors use marine transport to not only enjoy the waterways for recreational purposes, but to also visit the City Centre to patronise shop, restaurants attend events. Many residents living within canal estates have private jetties making it very convenient to use boats as an alternate mode of transport. The Values Survey, undertaken as part of the engagement for the City Centre Master Plan and Parking Plan, indicated that 6 percent of people regularly travel to the City Centre by boat. This presents an opportunity to further diversify the modes of transport used to access the City Centre.

Whilst many of these changes will not occur overnight, it is worthwhile to plan for the changing parking needs and to look at short, medium and long-term solutions for car parking, to make it better for all.

In some locations, it may be appropriate to firstly, vary timing arrangements to increase efficiency and secondly, slowly remove parking in exchange for a higher and better land use with greater public benefit. This must always be balanced against providing adequate access for those that need it the most.

Figure 8 outlines several factors that affect parking demand, some of which are in the City's control, including tightening or expanding timed parking arrangements, some of which are partially within the City's control, such as increased public transport ridership, and some of which are outside the City's control such as increased uptake in ride share.

Figure 8 Factors Affecting Parking Demand



3.2 Future Parking Requirements

Historically, parking has been provided based on anecdotal demand, as opposed to measured occupancy levels or demand forecasting. Measuring occupancy provides a much more in depth understanding of the parking environment.

In order to determine the future car parking requirements for the study area, analysis has been undertaken by consultants to project the growth in parking demand and what this might do to the average occupancy levels over a 20 year timeframe. As of 2022 there were 83,040 people in the City of Mandurah. The low, medium and high growth scenarios were derived by looking at forecast population growth for Mandurah. Forecasting the long-term growth in parking demand is difficult and contingent on a range of factors such as population, employment and changes in travel behaviour/mode share.

A low growth parking demand scenario assumes an increase of 1 percent of overall average occupancy levels for public parking within the City Centre. The medium growth scenario assumes a 3 percent increase and the high growth scenario assumes a 5 percent increase.

The lifetime of this current plan is to 2033, which is depicted by the marker line indicated on **Table 2**.

It is acknowledged that this model does not recognise parking demand and supply fluctuations that will occur over time, as a result of the factors mentioned previously. Whilst demand and supply are unlikely to be linear, the model does provide an indication of likely growth in demand for a range of scenarios.

Based on these low, medium, and high scenarios, the analysis indicates that by 2033, under a low and medium growth scenario, overall average parking occupancy for the City Centre will remain within the optimum range for efficient use of parking (65-85 percent). It is only under a high growth scenario that the overall average occupancy levels peak at 94 percent.

Intra-precinct occupancy rates suggest that there is some urgency to re-balance demand and supply, via adjustments to timed parking arrangements, particularly around the Eastern Foreshore. Parking supply across the City Centre, however, appears to be sufficient at present.

In the longer term, the City must continue to explore opportunities to facilitate parking supply while assessing the impact of new technologies and behaviours that may impact demand. It is also imperative that regular parking occupancy surveys are undertaken at a precinct level, to confirm Mandurah's parking demand growth trajectory.

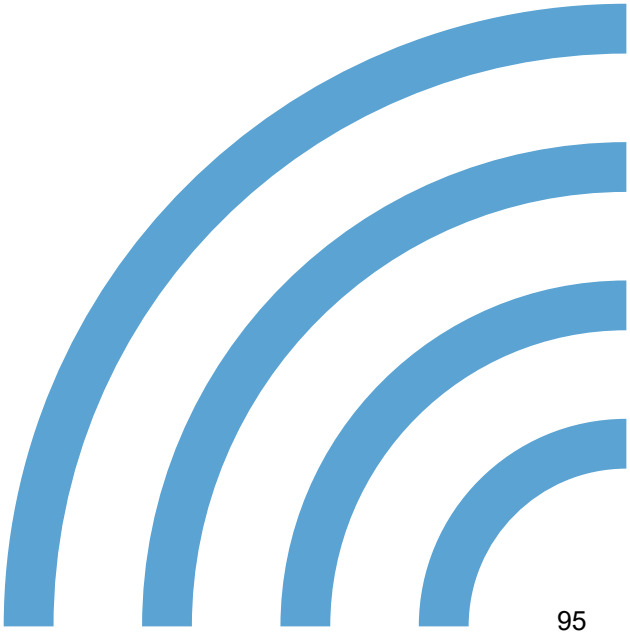


Table 2 Average Occupancy and Growth Scenario Analysis

Year	Low growth scenerio (Parking demand increase 1% per year)	Medium growth scenerio (Parking demand increase 3% per year)	High growth scenerio (Parking demand increase 5% per year)	
2022	55%	55%	55%	
2023	56%	57%	58%	← **Current Year**
2024	56%	58%	61%	
2025	57%	60%	64%	
2026	57%	62%	67%	
2027	58%	64%	70%	
2028	58%	66%	74%	
2029	59%	68%	77%	
2030	60%	70%	81%	
2031	60%	72%	85%	
2032	61%	74%	90%	
2033	61%	76%	94%	← **Lifetime of the Parking Plan**
2034	62%	78%	99%	
2035	63%	81%	104%	
2036	63%	83%	109%	
2037	64%	86%	114%	
2038	64%	88%	120%	
2039	65%	91%	126%	
2040	66%	94%	132%	
2041	66%	96%	139%	
2042	67%	99%	146%	
2043	68%	102%	153%	

<65%	Ample parking supply
65-85%	Balanced parking supply
>85%	Shortfall

4. Parking Management Options

There are many different demand management and parking intervention options available to assist in reducing long term growth in parking demand, managing existing public and private parking and planning for future parking.

These are explained in the following sections, and their relevancy or otherwise, to the Mandurah context.

4.1 Demand Management Options

Travel Mode Shift

The promotion and encouragement of, and infrastructure investment in, alternative transport modes such as public transport, cycling and walking can decrease the need for public car parking. Over the long-term, as patronage increases on alternative transport modes, reductions in the need for parking could then be expected.

There are several ways to improve the walking and cycling experience which include the provision of dedicated street space, shade, wayfinding, lighting, considering safety, providing time for walking at signalised intersections, frequent street crossing opportunities and addressing gaps in the path network. The benefits of doing so, from a social, environmental, and personal health perspective, should not be under-estimated.

The Integrated Transport Strategy includes a key action to prepare District Level Active Transport Plans to include the following outcomes:

- Existing path audits
- Assess opportunities to seek data on walking and cycling
- Community engagement
- Path prioritisation and
- Inclusion of recommendations in Asset Management Plans, Long Term Financial Plan and Capital Budgets.

Advocacy and Education

Advocacy for, and education around, public transport are important methods of improving the awareness and availability of transport options to, from and within the City Centre.

Public transport services and needs change over time. Local government has a role to play in advocating for and advising on required changes to frequency, stop location and route planning of services, due to their close contact with the community. These changes can impact the location of on-street parking provisions and can encourage the reduction in parking bays, due to the increased uptake of public transport.

Mandurah's long, narrow shape makes accessibility and connectivity a challenge. Bus routes are long, convoluted, suburban based routes resulting in slow trip times and a lack of direct connection from the suburbs to the City Centre. Bus routes from the suburbs mostly terminate at the Mandurah train station, requiring the need for users to change onto another route to access the City Centre.

These factors make getting to the City Centre by public transport challenging and unattractive to users. It became clear through the community consultation that some visitors to Mandurah are unaware of how to get from the train station to the City Centre, via public transport. The City Centre is serviced by two bus services, with relatively high frequency from the Mandurah Train Station, however the awareness of these routes could be improved through opportunities such as bus branding and promotion of public transport options.

A key outcome of the Integrated Transport Strategy is to advocate for improvements to the bus network, as they have not been strategically reviewed or modified since the opening of the Mandurah Train Station in 2007. The improvements should include rapid transit routes north and south along Mandurah Road and Old Coast Road corridors to reduce travel times.

From an education perspective, undertaking and continuing to be involved in community awareness campaigns will encourage behaviour change and mode shift towards active mobility forms of transport.

New and Emerging Technologies

The uptake of electric vehicles, autonomous vehicles and other sustainable technologies such as electric bicycles, scooters and skateboards may also have a substantial impact on private car ownership, congestion and parking requirements. These types of technologies require charging stations and, as more vehicles are in circulation throughout Mandurah, more vehicle charging stations are likely to be required. Additional challenges to accommodating e-rideables include, potential changes to infrastructure such as shared paths and the provision of fit for purpose parking, so that this form of mobility can be encouraged and integrated into the existing transport network in a safe way.

These technologies are emerging and will mature over time. It is important that the City continues to monitor demand for this type of infrastructure and investigate different models for implementation.

The most obvious location for any increase in public charging infrastructure is adjacent to existing chargers within the car park adjacent to the Civic Centre car park on Mandurah Terrace (Car Park No 8 on **Plan 2**).

4.2 Intervention Options

Interventions are ways to manage parking through a variety of measures such as:

- wayfinding and signage;
- monitoring parking occupancy;
- upgrades to existing parking;
- timed limits, enforcement;
- paid parking;
- additional parking supply;
- private car park management;
- private parking ratios;
- payment-in-lieu of parking;
- peak period/event parking,; and
- decked parking.

Wayfinding and Signage

Wayfinding encompasses all the ways in which people orient themselves in physical space and navigate from place to place. This can include things like consistency in branding, street art, signage, landmarks, and gateways.

Wayfinding signage is a system of signs and directories that can efficiently guide people to key attractors and parking nodes within the City Centre. In a parking sense, wayfinding signage can direct and guide drivers to short, and long-term car parking, at the earliest point of entry into the City Centre. This reduces searching time and the unnecessary circulation of cars.

Art within streets, on built form and as public art can be used as a complimentary element to wayfinding. Low-cost, unique artistic treatments and interventions can be effective for orientation and in providing direction for pedestrians.

During the community engagement phase, it became apparent that there is a lack of public awareness of alternate parking locations within the City Centre. Much of the existing signage at the entry points of the off-street public car parks is old or outdated, in terms of branding, and there is insufficient signage at a number of key entry intersections upon approach to the City Centre, to direct drivers to appropriate parking locations.

There are several opportunities for the provision of improved parking information, such as:

- updated and additional signage at the entry points of the seventeen off-street car parks to indicate the availability of public parking and incorporate consistent naming
- the implementation of parking specific wayfinding signage (as part of a wider wayfinding strategy) to direct drivers to all day parking locations, at the earliest point of entry to the City Centre
- the integration of the existing car parks into an existing GPS system such as Google Maps or Apple Maps, or both
- the provision of improved brochures/maps on the City of Mandurah website, and
- consideration of smartphone apps and other technologies to provide real-time bay availability.

For the parking specific wayfinding signage, recommended locations are:

- Intersection of Sutton Steet and Mandurah Terrace
- Intersection of Peel Street and Sutton Street
- Intersection of Pinjarra Road and Sutton Street
- Intersections along Mandurah Terrace to direct people eastwards, and
- Intersection of Pinjarra Road, Old Coast Road and Mary Street to direct people to parking on the Western Foreshore.

For locations refer to Plan 3.

Smartphone apps can ensure that information is easily accessed, which in turn will increase the satisfaction of locals and visitors to the City Centre. There are also numerous options available for smart parking technology, such as: in-ground parking sensors,

loop detectors at entry and exit of off-street car parks and CCTV cameras which can be transmitted to provide real time information to smartphones, websites and digital signage.

Care should however be taken when introducing parking related smart technology, given the initial and ongoing costs and the short life cycle of technology, which could lead to potential redundancy.

Timed Parking

The main reason for timed parking is to ensure an increased turnover of cars, so that one car parking space can be used by as many cars as possible each day. This allows drivers to find car bays more easily, as one car is not parked in the space all day, assisting local businesses by attracting customers and ensuring maximum land use efficiency. Timed parking can be used strategically to influence parking location and duration, serving as a lever to encourage the use of parking areas that have lower occupancies.

On-street and short-term parking can be used to encourage higher turnover in the busiest locations such as along Mandurah Terrace, with off-street bays providing for longer term car parking on the periphery, supporting local businesses by increasing foot traffic through the City Centre.

Changes to timed parking arrangements can be implemented using a staged, incremental approach, on an 'as needed' basis, or when average occupancy levels require.

There is currently a range of different timed parking arrangements, from 15 and 30 minute bays, one, two, three and four hour bays and all day parking. The times and days that restrictions apply varies, and this can be confusing for users. Additionally, restrictions do not apply on Sundays and public holidays (or indeed on Saturdays in some locations), which are among the City Centre's busiest days. This creates inefficiency and a lack of vehicle turnover. It is recommended that all on and off-street, timed parking signage across all precincts, be updated to apply timed restrictions to Saturdays, Sundays and public holidays, and to apply consistently at applicable times and days.

Long-term parking, which is expected to largely cater for the future demand of the City Centre employment sector, should be provided at the periphery of the centre. This includes ensuring that sites are within 10 minutes walking distance of key employment destinations and the pedestrian routes to key locations are safe, attractive and direct.

Within Precinct One: City Centre Core, there are several existing car parks which are allocated for all day parking, including Leslie Street and Gibson Hall. This does not currently include the Mewburn car park (currently four- hour parking), which is under-utilised and is considered to be the most central and well-located car park, in terms of direct connections to the Eastern Foreshore, through Smart Street and Barracks Lane. Changing Mewburn car park to all day parking presents an opportunity for employees within City Centre businesses, to be able to stay all day.

Through the community engagement, many businesses indicated that their staff have concerns regarding safety after hours, when accessing all day parking. Staff are unable to park their cars, or move their cars, closer to their place of work due to the timed restrictions preventing this. To address this concern, it is recommended that the timed restrictions cease at 5pm instead of 6pm. This change, in addition to car park upgrade works to improve safety, will assist in addressing these concerns. It is noted that parking occupancy levels are lower during the evening and night-time period, as such, this should not have a negative impact on turnover.

Within Precinct Two: City Centre North, the options for off-street, all-day parking include Hackett Street West and East, Nell Regan, Mandurah Performing Arts Centre, Vivaldi Drive and Stingray Wharf car parks.

Within Precinct Three: Western Foreshore, both off-street car parks (North and South) allow users to stay all day.

Through promoting these peripheral long-term parking locations, the pedestrian economy and local businesses may be more broadly activated throughout the City Centre. Peripheral parking is also

expected to decrease the need for motorists to undertake repeat circuits of Sholl and Tuckey Streets and Mandurah Terrace, to locate on-street parking. This shift in driver behaviour would also be facilitated by an improved wayfinding signage system.

In contrast, short term parking should be prioritised at on-street locations and within the highly utilised, off-street car parks in the City Centre Core, to accommodate short term visitors. Time restrictions for on-street parking should generally be in the range of 15 minutes to two hours and enforcement of vehicle turnover should be actively applied.

Access to these locations must, however, be easy for those that need it the most. Supporting people with low mobility at high attraction locations supports the City's commitment to being inclusive. The distribution of ACROD parking is considered later in this section.

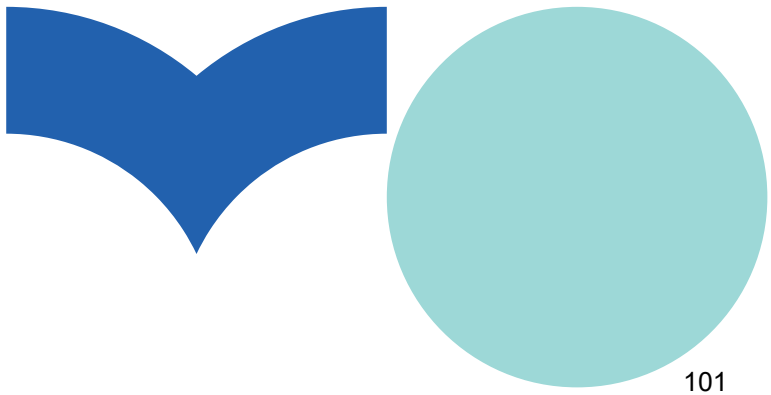
Off-street, short term parking options within Precinct One, the City Centre Core, include the Eastern Foreshore South (two hours) and Central (mostly three hours, with two 15 minute bays) car parks, which are both heavily utilised. There is also on-street parking along Mandurah Terrace (one and two hours) and also on Tuckey, Gibson, Sholl and Sutton Streets.

The provision of additional shorter timed bays within the Eastern Foreshore South and Central car parks will encourage a greater turnover of bays in this heavily occupied location, close to several 'fast transaction' type businesses. It should be noted that the Eastern Foreshore Central car park forms part of the broader redevelopment of the Eastern foreshore and there is an opportunity to reconsider the layout of this car parking to improve amenity.

Within Precinct Two: City Centre North, the options for off-street, short-term parking include Eastern Foreshore North (three hours, with seven 30-minute bays). There is also on-street parking along Mandurah Terrace (one, two and four hours) and also on Cooper, Hackett and Peel Streets.

In accordance with the need to increase bay turnover in high demand locations and the incremental approach of progressively tightening timed parking arrangements, it is recommended that the high occupancy 45-degree parking bays along Mandurah Terrace, between Gibson and Hackett Streets, are changed from four hour timed parking to three hours, every day. In addition, it is recommended that the timed parking arrangements in the Eastern Foreshore Central and Eastern Foreshore North car parks, are changed from three hour to two hour parking.

The introduction of additional pick up and set down bays in high demand locations and activity nodes would be beneficial to support this increase in shorter timed parking arrangements. These pick-up/set-down bays would enable people to drop off passengers and belongings, and drive to park in a longer-stay parking bay, within a five-minute walk (Refer Plan 2). Recommended locations for these pick-up and set-down zones are discussed later in this section.



Upgrades to Existing At-Grade Off-Street Public Parking

Car parks that are well lit, safe, easy to navigate with good surface condition and line marking, have appropriate landscaping and signage are key factors in ensuring that locations are utilised. The provision of safe, highly legible pedestrian links within parking areas is essential, as is the connection to the surrounding pedestrian network and beyond to key activity nodes.

There are examples across the City where the standard of car parks is impacting their utilisation. Through the engagement process, safety concerns (particularly at night) within Mewburn car park, were frequently mentioned. There are existing CCTV cameras in several locations throughout the City Centre, some of which include car parks.

Improving the general amenity of existing car parking can enhance feelings of safety. For example, introducing activity which attracts people to the area, and enabling good passive surveillance through the location of pathways and entries, can make it more attractive and increase pedestrian movement through the space. Crime prevention through environmental design is most effective when aligned with other interventions. Active surveillance, appropriate access management, landscaping maintenance, lighting and CCTV should all be considered in an integrated manner. Any requests for additional CCTV locations will be considered in accordance with the CCTV Masterplan 2023 and associated procedures.

Table 3 details locations that have been identified for recommended car park upgrades.

Table 3 Existing Car Park Upgrades

Car Park Name	Upgrades Recommended	Rationale	Timing	Estimated Cost
Precinct One: Mewburn **Light Touch Option**	• Tree pruning/uplifting • Improve signage (particularly from Sutton Street) and encourage access from Sutton Street • Modify time restrictions to All Day parking	• Light touch option to be effected if there is a realistic prospect of fast tracking the development of the site, in accordance with City Centre Master Plan vision	Short term	Light touch option - $50,000
Precinct One: Mewburn **Full Upgrade Option**	• Re-configure layout/review one-way system/consolidate crossovers • Re-surfacing and line-marking • Tree pruning/uplifting • Upgrade lighting • Landscaping • Review and consider CCTV coverage • Improve signage (particularly from Sutton Street) and encourage access from Sutton Street • Modify time restrictions to All Day parking • Review position of existing building footprint to improve pedestrian connectivity	• Poorly utilised both day and night • Community feedback of safety concerns • Represents the most important area to increase occupation to assist pedestrian movement and increased business foot traffic in the City Centre core	Short term	$50,000 Design - (24/25) Full Upgrade option - $750,000 – (25/26)
Precinct One: Eastern Foreshore Central	• Review footprint • Improve interface between Mandurah Terrace and Eastern Foreshore • Upgrade lighting	• Consistent with long-term objective to incrementally reduce car parking from high value locations	Short term	Refer to Waterfront Redevelopment project – options currently being developed

Precinct Two: Eastern Foreshore North	• Re-configure layout and access arrangements • Improve pedestrian space surrounding car park • Resurfacing and line-marking • Introduce set-down/pick-up zone	• Necessary to improve pedestrian connections and access to the commercial premises and foreshore.	Short term	Refer to Waterfront Redevelopment project
Precinct Two: Hackett Street East	• Remove Japanese Pepper tree (weed species) • Reconfigure layout to increase bay numbers and create more functional RV, long vehicle and trailer bays • Re-surfacing and line marking • Landscaping • Signage • Creation of RV bays	• Existing RV waste station on site • Poorly utilised but is well-located with direct access to the Eastern Foreshore and the wider City Centre North precinct	Medium term	$10,000 design (26/27) $150,000 delivery (27/28)
Precinct Two: Mandurah Performing Arts Centre	• Review layout and access points • Re-surfacing and line marking, if required • Review lighting levels • Drainage improvements • Improve pedestrian connectivity between Mandjar Square and Marina, including sight lines	• Ensure that the layout is functional and efficient • Damage to existing surface due to tree roots	Medium term	$50,000 design (24/25) $950,000 delivery (26/27)

Pedestrian Connectivity

There are several connecting streets/routes that are particularly important in providing safe, pedestrian connectivity from all day car parks to key activity nodes.

Within Precinct One: City Centre Core, the key pedestrian routes from eastern car parks to the Eastern Foreshore are:

- Barracks Lane
- Smart Street Mall
- Tuckey Street, and
- Pedestrian crossings across Pinjarra Road

Barracks Lane forms an important link between the precincts' primary all-day parking location (Mewburn) and the businesses located on the southern end of Mandurah Terrace. The orientation of businesses backing onto Barracks Lane creates dark areas with poor passive surveillance. Upgrades to this streetscape are essential to improve the general amenity.

Additionally, the existing on-street parking on Barracks Lane is not currently in the City's ownership. It is recommended that the land be ceded to the City of Mandurah and the road dedication process be pursued and completed as a priority, to enable the potential implementation of timed parking.

View corridors are important distant views of a key building, landmark or other amenity 'framed' by a gap in the surrounding buildings. In the Mandurah context, this is generally views through the City Centre to the water. These views corridors assist people to orientate themselves in an urban environment and to help them navigate through it.

Smart Street is an existing east-west pedestrianised route in the City Centre Core. Currently, the view corridor from Sutton Street to the Eastern Foreshore is impacted by the location of the Mewburn building. There is an opportunity to consider the relocation of the functions within the Mewburn Building to open up this important view corridor.

Tuckey Street provides another important east-west route from all-day parking at Gibson Street car park to the Eastern Foreshore. This streetscape was upgraded in 2010 and 2011.

Pinjarra Road presents somewhat of a barrier from a pedestrian perspective, between the Leslie Streetcar park and the southern parts of the main City Centre Core. Pinjarra Road has been progressively upgraded from Mandurah Road in a westerly direction over the last five years. The upgrade of the western end represents the last stage of these upgrades, however the form and style of the improvements needs to reflect the change in urban form and to address the existing challenges in integrating both sides of this street.

For Precinct Two: City Centre North, the key pedestrian routes are:

- Hackett Street, and
- Routes through Mandurah Performing Arts Centre car park to the Mandurah Ocean Marina.

For Precinct Three: Western Foreshore, the key pedestrian routes are:

- From Western Foreshore South car park underneath the bridge;, and
- From the Western Foreshore North car park, linking back to the play infrastructure and skate park, along the foreshore (water side).

Future upgrades to lighting and pedestrian path connectivity within the identified locations must be considered carefully to ensure optimum outcomes. This will occur through the implementation of the recommendations of the City Centre Master Plan, through scheduled renewals and upgrades of streetscapes and through the Western Foreshore Commercial site redevelopment.

The City of Mandurah continually strive to make access more inclusive. This includes considerations around wayfinding from accessible bays, accessible ablution blocks and key community infrastructure. When designing these places and spaces, it is important to consider access for all mobility needs, including for the visually impaired.

Enforcement

The primary goal of compliance focused enforcement is to ensure residents and visitors are not over-staying and to encourage an efficient turnover of bays, to allow equal opportunity for all users. Although unpopular, it is essential that parking times are adhered to, to ensure that bay usage is efficient and longer-term users utilise areas outside high demand areas.

Enforcement is necessary when:

- Occupancy extends beyond signed restrictions
- Changes to parking restrictions occur within an activity centre
- Parking behaviour is creating safety issues

The City is planning for the provision of parking enforcement over a seven-day cycle. This can be achieved within current resources using existing licence plate recognition technology.

With high use on weekends, this is important to support local businesses. All revenue from parking infringements over the next three-year timeframe is proposed to be placed in a Reserve Fund, to be spent directly on the implementation of the short and medium-term recommendations of the City Centre Parking Plan and/or City Centre Master Plan.

In very high occupancy areas, the City has budgeted for the installation of in-ground parking sensors. These sensors allow enforcement without multiple attendances and allow data to be collected on bay occupancy.

Paid Parking

Paid parking is an extremely effective way of changing parking behaviour as it can influence parking location, travel mode, travel time and parking duration. It is also an effective way to recognise the value of the most prime parking locations. Paid parking generally results in improved compliance and reductions in car use and traffic congestion, among other environmental benefits.

In Mandurah, there is currently no paid public parking and it is unlikely to be necessary to introduce paid parking, until such time as occupancy levels increase and other interventions, such as reduced permitted parking times, have been used. Current data suggests that there may be sufficient parking capacity in Mandurah to address current demand to 2033. However, paid parking should be considered amongst the suite of interventions that the City may utilise, at an appropriate time as the City Centre grows.

Paid parking can provide revenue to contribute towards the ongoing maintenance of parking infrastructure, but also for the long-term provision of decked parking, when necessary.

However, the introduction of paid parking should be carefully considered, as it may cause a 'spill-over' effect of pushing parking into adjacent non-paid residential areas. There is also a risk that paid parking can deter the community from using the City Centre, in preference to other retail centres (such as the Mandurah Forum), where parking is free.

Critical to the success of any future paid parking system is the need to ensure that the City Centre is supported by a rapid public transit network and the City Centre has reached an appropriate development scale to provide diversity in retail, employment, and leisure opportunities, all of which contribute to 'outweighing' the cost of paid parking. Feedback received through the City Centre Master Plan and Parking Plan engagement process is that efficient access by public transport is limited, from the surrounding suburbs to the City Centre.

Dynamic parking pricing is a method by which parking charges can be adjusted based on parking demand. Rates can be fixed during a specific time or day and can be raised during periods of peak occupancy and reduced during periods of low occupancy. This is a more responsive way to address parking demand and ensure appropriate bay turnover levels as it can be location and time specific. Prices can also be decreased to encourage more people to an under-utilised location, or they can be increased to free up some spaces in heavily utilised areas, where people are willing to pay for the convenience of parking 'at the front door'. Dynamic parking should be considered, should paid parking become a reality in the City Centre.

Private Car Park Management

There are several private car parks within the City Centre that service specific businesses.

Parking restrictions within parking bays on private land are usually managed by the landowner or business owner, however, they can be managed by the City of Mandurah where there is an established parking agreement between the landowner and the City.

Several private parking agreements already exist within the City Centre, however, there is the potential for the City to provide a more consistent approach to private parking agreements and signage, to ensure that the signage includes the business name, parking time limit and the hours during which this time limit applies. It can also be a requirement of the agreement that bays are available for public use outside of business hours, to assist in delivering the overall goals for parking management in the City Centre. This presents an opportunity for both private businesses but also increases the efficiency of the use of the bays during the hours they are not required by that operator.

Encouraging existing businesses to allow their car bays to be utilised outside their normal business operating times is a positive way to increase parking provision levels, as additional capacity can be created where private businesses have parking that is unused at particular times of the day, or on weekends. At present there is inefficiency in the

utilisation of private parking which impacts the economic performance of the City Centre. A review of all existing parking agreements would provide an opportunity to improve consistency and to incorporate reciprocal arrangement considerations, where possible.

Private Parking Ratios

Most local governments set minimum parking ratios (or requirements) for individual land uses in Local Planning Schemes, to ensure that the parking demand generated by a private development, for staff and customers, is internalised and accommodated on private land.

Ratios that require excessive off-street parking provision can contribute to several issues, including:

- underused parking bays in non-peak periods
- more traffic, air and noise pollution
- suboptimal built form and use of land, and
- the inflation of new development costs, which is passed on to customers, tenants and home buyers.

Conversely, parking ratios that are too low can lead to Local Governments having to fund increasing provision of public parking, to compensate for the overspill generated by private developments. Finding the correct balance and settings for the provision of private parking is therefore essential.

With the goal of reducing private car usage, maximum parking ratios can be introduced into the Local Planning Scheme, to provide a limit on the supply of parking. This should, to some extent, be contingent on the provision of convenient alternative transport options and end of trip facilities, to become viable for people to move from using their private vehicle to an alternative travel mode. Mandurah does not yet have this provision.

The City currently has contemporary planning provisions within the Local Planning Framework, with comparatively modest parking requirements for on-site parking provision. It is recommended that the parking requirements be reviewed to ensure that an appropriate balance is struck and that the approach remains fit for purpose moving forward.

The Western Australian Planning Commission is currently reviewing non-residential car parking rates and developing interim guidelines with the Department of Transport to support local governments that are reviewing applicable car parking rates. Initial workshops conducted in developing the guidelines have revealed that there does not seem to be a one-size-fits-all approach to implementing contemporary parking regimes that seems appropriate for the entirety of Perth and Peel. Adopting precinct-based options was considered more appropriate for a variety of centres and land uses, particularly for higher order activity centres with better accessibility.

This position is in line with recent State Planning Polices for Activity Centre and Precincts.

Payment-in-lieu of Parking

Payment-in-lieu is a one-off fee paid to local governments by developers when the minimum parking ratios for their development cannot be met on-site, or where on-site provision is not desirable in terms of built form, traffic or pedestrian management. This fee is based on the cost to provide a parking bay using current land costs in the development and the construction costs to build the required parking.

These funds can be used to:

- improve existing parking infrastructure;
- invest in achieving other more active transport goals, and
- to develop additional parking infrastructure (such as at-grade and decked parking) in the longer term.

Payment-in-lieu cannot, however, be sought unless a Payment in lieu of Parking Plan (PILP) has been effected.

The preparation of a PILP should be prioritised, as it has the potential to generate funds that could be used to implement the actions of the CCMP and CCPP. This process would involve modification to the provisions of the Mandurah Strategic Centre Precinct Structure Plan.

There are currently funds held in Reserve which have been provided by developers within the City Centre precinct. These funds could be utilised on the implementation of the recommendations of the CCPP, once a PILP has been produced and adopted by Council.

Provision of Other Bay Types

Public parking spaces can be allocated to a variety of specific uses including:

- Loading zones
- Accessible parking (ACROD)
- Taxi/On-Demand Transport parking
- Bus parking
- Motorcycle parking
- RV parking
- Set down/pick-up locations

The appropriate distribution across the City Centre, of these various types of parking is essential, to enable adequate access for servicing local businesses, prioritised access for those people utilising other modes than a private vehicle and to ensure sufficient accessibility to key activity nodes, for those that need it the most.

There are currently five, well-utilised loading zones throughout the City Centre, two on Mandurah Terrace (between Pinjarra Road and Tuckey Street), one within Mewburn car park, one within Eastern Foreshore North car park and one on Barracks Lane adjacent to Brighton Plaza.

It is recommended that the existing taxi rank on Tuckey Street be converted to a combined taxi rank/loading zone. This location is currently under-used by taxis but is used extensively for loading and for vehicles awaiting access to the adjacent Woolworths loading dock.

Existing locations with the most ACROD bays are Mandurah Performing Arts Centre car park, Leslie Street car park and Mewburn car park. The locations with the least amount of ACROD bays are in the on and off-street car parks along Mandurah Terrace. It is recommended, therefore, that the priority locations for increasing the ACROD bay numbers are within the Eastern Foreshore Central and North car parks, and within the angled on-street bays along Mandurah Terrace, from Gibson to Cooper Streets.

Australian Standards for ACROD bays do not always allow for larger vehicles (minibuses) and increasingly, vehicles with rear access hydraulics which can't be used effectively in a standard bay. One such bay has been provided on the western side of Mandurah Terrace between Pinjarra Road and Tuckey Street. There are opportunities to include additional provision for these longer than standard length bays, to enable use by these vehicles. The dual use of existing and proposed set down/pick up bays (in Eastern Foreshore South, Central and North car parks) for this purpose will also assist in creating increased provision and access for people with disabilities.

There are currently three taxi/on demand transport bays throughout the City Centre, at Mandurah Terrace (between Pinjarra Road and Tuckey Street), on Tuckey Street (adjacent to the northern elevation of Woolworths) and one on Ormsby Terrace. These taxi/on-demand transport bays can serve a dual purpose of providing additional capacity for loading zones, subject to appropriate signage, as can the existing and proposed set-down/pick-up zones also.

Parking for buses/long vehicles is currently available on Mandurah Terrace, adjacent to the Civic Centre. There is an opportunity for Hackett Street East car park to service this function and also Western Foreshore South car park, for use in association with a set down/pick up zone on the Western Foreshore.

The distribution and quantity of Motorcycle parking in the City Centre is adequate, however, it was highlighted through the consultation process, that consolidating several motorcycle bays together would support collective group riding and enhance the safety of motorcycles. Whilst this is acknowledged as desirable, it is considered that a review of the provisions within the Parking and Parking Facilities Local Law 2015 is the best mechanism to allow multiple motorbikes to find parking in the City Centre, through allowing multiple motorbikes to be parked together in car parking bays. This has the benefit of enabling a variety of locations across the City Centre to be used for this purpose, instead of identifying one specific location.

Parking for recreational vehicles (RV) is currently serviced from Hackett Street East, with an existing dump point and water available. There is an opportunity to reconfigure the layout of this car park to improve circulation and provide signage to maximise the use of these facilities.

The addition of the high-quality recreational equipment and proposed commercial offering on the Western Foreshore presents an opportunity for this precinct to increasingly be a destination for people with trailers, caravans and RVs, with good connections to the regional road network. To maximise its attraction providing for larger vehicles in this precinct, provision should also be made for RV/trailer parking at Western Foreshore South car park, to effectively 'book end' north and south of the City Centre.

There are currently three existing set down/pick up areas, one in Eastern Foreshore South car park, one on Mandurah Terrace and one in Mandurah Performing Arts Centre car park. In accordance with the need to increase bay turnover in high demand locations and the incremental approach of progressively tightening timed parking arrangements, the introduction of additional pick up and set down bays in high demand locations would be beneficial. These bays enable drivers to drop off and pick up passengers and belongings close to high demand locations, and then park in long stay car parking within a five minute walk. Recommended locations for these bays are Eastern Foreshore Central, Eastern Foreshore North and the Western Foreshore.

Peak Period and Event Parking

It is evident during large public events, and on occasional weekends during summer and at Easter, that there is insufficient parking supply to meet demand. Parking for these short-term events cannot be provided for on a permanent basis but must be well managed. Efforts are currently made to prepare for these peak periods by communicating parking options ahead of any event, on a case by case basis.

There is an opportunity to prepare for this on a more formalised basis, to enhance the experience of locals and visitors, through the preparation of a Peak Period Overflow and Events Parking Plan. Temporary locations should be identified that can accommodate overspill parking and alternative travel modes and/or shuttle bus services considered.

With improved permanent and temporary signage and appropriate communications, suitable locations for overflow parking provision during peak periods could be opened, to cater for the increased demand. Suitable locations could include Nell Regan site, Hackett Street and Hall Park or sites further out of the City Centre, including John Tonkin College and/or the decked car parking at the train station.

Additional At-Grade Parking Provision

Twenty five percent of the City Centre public parking supply is located on City owned, freehold land, not including car parks located on reserved land. As mentioned previously, the City of Mandurah's Property Strategy identifies certain sites which have been earmarked to assist in the future economic development of the City, a number of which are currently used for public parking in the interim.

The development over time of these sites will inevitably present fluctuations in parking demand and supply, through the reduction in available parking (supply) when sites are developed and also the increase in need (demand) after development of these lots generate additional visitation to the City Centre. This double impact could potentially result in an under-supply of public parking for certain periods, which would need to be carefully considered through the proposed intervention matrix and managed priority of sites.

Changes to the supply and location of parking are appropriate in the continued maturity and development of the City Centre. A balance should be sought between the continued provision of parking and the stimulation of Mandurah's economy, employment generation through development and investment in the City Centre and the conversion of the City's vacant freehold sites to more productive uses.

The recommendations of the Parking Plan aim to strike this balance. In the meantime, the City will continue to advocate for improvements in the provision of public transport and will ensure that developers give due regard to the parking needs of their developments through the Local Planning Framework.

Precinct One, City Centre Core, is the precinct where fluctuations in demand and supply have the potential to have a negative effect on economic activity. There is a desire, therefore, to retain an element of public parking at Mewburn, within any potential re-development of the site, to ensure the continued provision of public parking in this central location.

The Mandurah Strategic Centre Precinct Structure Plan requires that any redevelopment of the Mewburn site should aim to provide a similar amount of parking and open space to that which currently exists.

The City currently leases land to provide additional City Centre parking. Given current parking occupancy rates, these commercial arrangements should be reviewed as they come up to assess their cost/benefit.

The provision of too much at-grade car parking can negatively impact on the urban form by dissecting spaces, disconnecting pedestrians from key attractions and creating large voids of underutilised space. Investment in the provision of additional off-street parking facilities should, therefore, only be considered when the levels of service

for parking are not being met, despite implementation of a range of parking management measures. This may occur sooner (or later) dependent on several factors such as the City's growth, or the sale or re-development of existing City owned freehold land that is currently used for parking.

Given the current occupancy levels of the City's existing parking, additional provision is considered a longer-term strategy. As the availability of land within the City Centre becomes more constrained, and consequently land values increase, the provision of a supply of land for additional at grade parking becomes more important. Targeted lots have been identified in the City's Property Strategy (Acquisitions), for this purpose. These lots will provide long-term protection of adequate at-grade public parking provision, should other freehold parcels be developed, and a multi-deck parking option remains unviable. The City of Mandurah has a City Centre Acquisition Reserve in order to be in a position to act on appropriate land acquisitions, as and when opportunities arise.

Notwithstanding the above, there are several existing committed projects that will provide additional at-grade, public provision of parking and will delay any further provision to the long-term, in accordance with the intervention matrix. These include locations at Sutton Farm and on the Western Foreshore, in both on and off-street provision.

The additional parking in these locations will address the likely increase in demand for parking as a result of new commercial activity. It will also provide supplementary parking to service the southern end of the City Centre Core Precinct, given the safe and direct pedestrian experience currently provided for on the bridge.

On the Western Foreshore there is adequate space available to increase the provision of parking without impacting its amenity or use as an events facility, if designed in smaller pockets to ensure that parking does not dominate the space. There is also significant opportunity to increase the verge bays, potentially in a staged approach, initially on the grass and formalised over time.

Whilst not additional provision as such, City of Mandurah Administration building car park in Precinct Two, currently provides 77 parking bays which could be used during evenings and weekends to provide additional parking supply. This would require some simple changes to incorporate appropriate signage but would greatly assist at peak times.

In the longer-term and/or upon upgrade or renewal of existing streetscapes, there are opportunities for additional on-street parking provision within Precinct Two: City Centre North, within the Cooper Street and Sholl Street (between Cooper and Peel Streets). The implementation of additional on-street provision in these locations may be contingent upon one or more of the following occurring:

- The potential development of private land on corner of Mandurah Terrace/Cooper Street which currently provides overspill parking
- Occupancy levels in the City Centre North precinct increasing beyond 85 percent consistently during summer peak periods
- The potential development of Hackett Street West car park

Decked Parking

Consolidated parking structures can provide a parking solution where demand is high in heavily utilised, dense, urban areas. Decked parking can result in a more efficient use of available land, however, they are costly to build, not only in terms of land value costs but also in construction and ongoing maintenance costs. Generally, the viability of decked parking is contingent on a paid parking model, as the costs associated with it would have to be funded through a user pays arrangement, within a reasonable pay-back period.

Decked parking would not therefore be feasible without the prior introduction of paid parking within Mandurah, as any decked facility would be unlikely to be used, if parking remained free and plentiful elsewhere.

The construction of decked parking should be deemed as a last resort, after all other parking measures have been exhausted and proved unsuccessful in restraining parking demand and encouraging transport mode shift. The guiding principle is to manage the existing parking infrastructure more efficiently in response to increasing demand, through the intervention matrix.

Notwithstanding the above, there may be a time as the City grows, when land availability within the City Centre becomes more constrained and consequently land values increase, when decked parking may be viable. It is, therefore, important to ensure that future planning for the potential location for decked parking is considered.

Currently, based on existing development patterns within the City Centre, appropriate locations for decked parking would be Mewburn car park, potentially within a consolidated, mixed-use re-development of this site, as a central location within the City Centre Core.

For the City Centre North and Marina precincts, Mandurah Performing Arts Centre and Vivaldi drive car parks are suitably located.

Any multi-deck car park design must consider issues such as their future adaptability should demand not be as strong as predicted. This can be done through higher-than-normal floor to ceiling heights, ensuring floorplates are flat and making the ramps external or isolated from the main structure. While it may sound fanciful for a car park to be repurposed, if the basic structure has the correct dimensions, then there is no reason why it couldn't be possible.

Many buildings are adaptable, but for car parking structures to be adaptable, this must be designed in from the start.

It will be important to continually monitor and review the viability of decked parking, based on objective data from occupancy monitoring and updated costing analysis.

However, it is acknowledged that decked parking will not form part of the required parking mix in the next five to 10 years. The requirement for a desktop review at five years and full review at 10 years of the CCPP will ensure regular consideration is undertaken.

5. Intervention Matrix

In summary:

- growth is happening
- there are ways to reduce parking demand
- there are ways to better manage our existing parking to enable existing capacity to be better utilised, and
- there are options to introduce various interventions measures, as and when average parking occupancy increases in the longer term

The Intervention Matrix as outlined in **Figure 9** details the specific actions that will be undertaken, at specific trigger points. The successful operation of the intervention matrix relies upon regular and ongoing analysis of the parking environment.

In order to maintain an understanding of usage patterns and trends of the existing parking environment with the City Centre, annual parking occupancy surveys are required. This data is essential to identify priority areas for decision-making around parking management and to identify when intervention triggers have been reached.

Parking technology and licence plate recognition technology are mechanisms available that can be used effectively for this purpose and manual occupancy surveys can also be undertaken to supplement the data collection, or where the technology is not currently operational.

Importantly, bay counting technology can be used to provide real time updates to visitors about vacancies, through website, app and signage.

Data on occupancy levels and turnover can be gathered using a combination of parking sensors, CCTV and parking surveys. This data needs to be recorded and analysed before changes are made to parking and then assessed against once changes are made, to evaluate the success, or otherwise, of the action. A review of the existing methodology and infrastructure required to achieve this, is required.

To assist, it is recommended that a trial of 100 in-ground sensors be installed in high demand car bays. This will enable the assessment of their utility from a compliance perspective (in increasing the turnover of bays) and in association with a parking app, with a view to expansion if successful.

In addition to the intervention matrix, a clear, prioritised list of short, medium and long-term recommendations has also been prepared to detail the implementation strategy for the CCPP.

Actions have been categorised into what are considered to be 'quick wins' (**Refer Figure 10**), where the City can provide sufficient resources to implement these actions within the current budget baseline, and then a series of short (one to two years), medium (three to four years) and long-term (five+ years) recommendations (**Refer Figure 11**).

Figure 9 Intervention Matrix

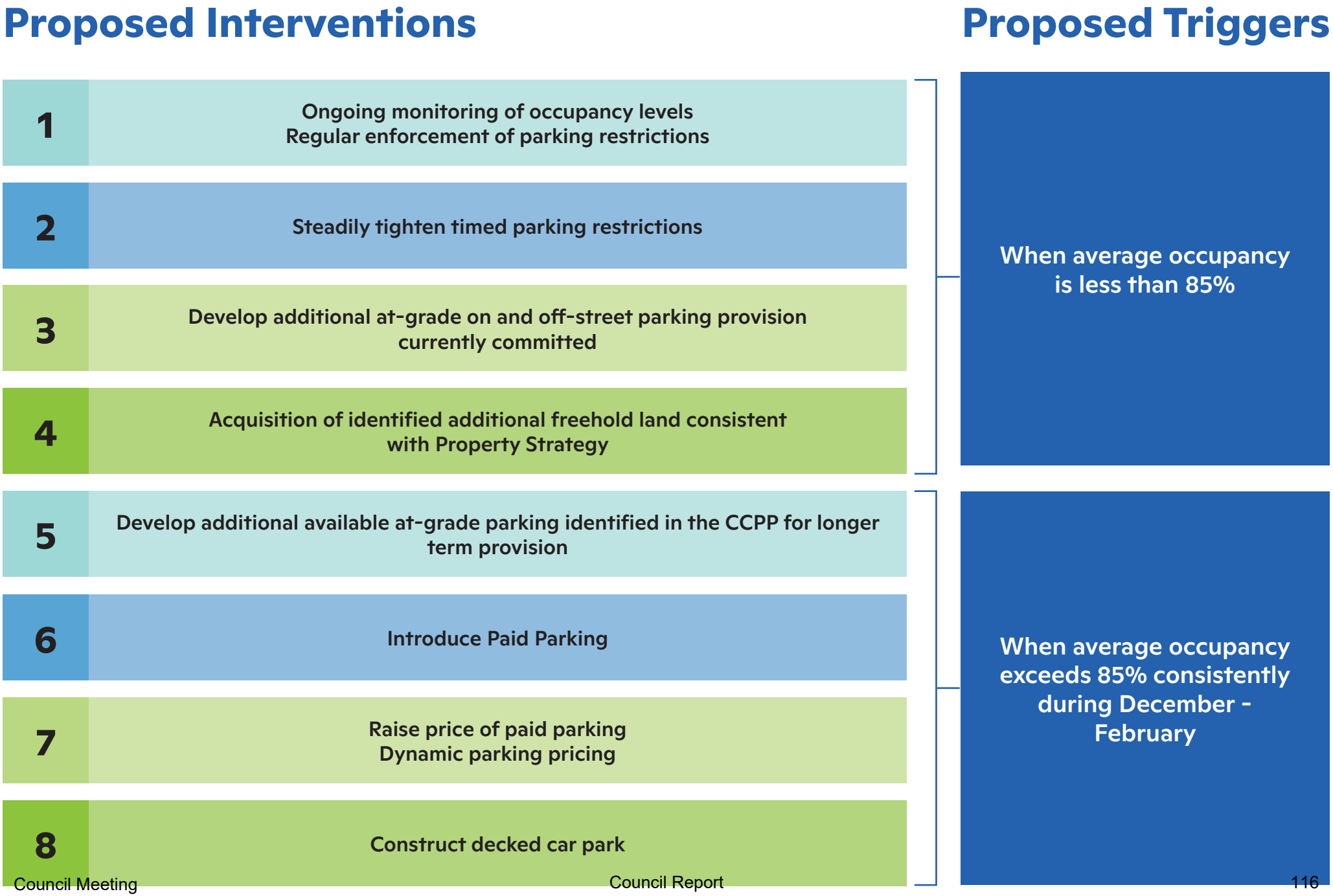


Figure 10 Quick Wins

Within current budget cycle

- All Timed Parking Arrangement Changes
- Naming and Signage of 17 Off-Street car parks
- Integration of car parks into GPS systems
- Installation of 100 in-ground sensors initially
- Changes to increase ACROD bay numbers
- Review motorcycle parking in the City Centre
- Additional RV and trailer bay locations
- Creation of loading zone in western end of Barracks Lane
- Changes to Taxi rank on Tuckey Street to incorporate loading zone
- Signage for City of Mandurah Administration Building car park to enable use outside of office hours
- Prepare Peak Period Overflow and Events Parking Plan

Figure 11 Staged Implementation and Recommendations

Short Term
1 - 2 Years

- First Priority Car Park Upgrades
- Payment in Lieu of Parking Plan preparation
- Eastern Foreshore North and Central Planning and Delivery
- Parking Specific Wayfinding and Entry Signage
- Investigation of Parking App

Medium Term
3 - 4 Years

- Second Priority Car Park Upgrades
- Develop additional at-grade parking on Western Foreshore in staged approach
- Potential Land Acquisition of identified lots

Long Term
5+ Years

- Continue to monitor and review viability of decked parking

6. Implementation

6.1 Actions and Recommendations

The range of actions within the City Centre Parking Plan will require sustained effort and cross-functional work to ensure delivery, as outlined in **Table 4** and **Plan 3**.

A key outcome is that an internal City Centre Parking Plan Implementation Group ('Implementation Group') is established, to lead the delivery of the CCPP actions including:

- budget allocation through the Long-Term Financial Plan
- undertake ongoing annual monitoring of occupancy levels (during summer period for all four precincts), and
- report on progress to Council

Numerous lower priority actions may be implemented through the regular scheduled renewals asset management process, whilst other, higher priority actions will require sustained funding through direct budgeting, and/or in combination with other sources.

6.2 Funding Sources

There are a range of funding sources available for the implementation of the actions of the CCPP, as follows:

- Existing operational budget within Long Term Financial Plan
- Additions to the Long-Term Financial Plan
- Grant Funding and Advocacy
- City Brand – Aspiration Campaigns by attracting Private Investment
- Existing Cash in Lieu Reserve Funds
- Future Cash in Lieu Contributions
- City Centre Parking Infringement Revenue, and
- Renewals

Additionally, there are currently funds held in Reserve which have been provided within the City Centre precinct.

These funds could be utilised on the implementation of the recommendations of the CCPP, once a Payment in Lieu of Parking Plan has been developed.

Plan 3: Parking Plan Recommendations

New or Upgraded Off Street Parking

New or Upgraded On Street Parking

1 Hour Parking

2 Hour Parking

3 Hour Parking

All Day Parking

Parking Specific Wayfinding Signage

0 125 250m

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Table 4 Implementation Table

Action 1: Wayfinding								
Project / Initiatives	**Location / Details**	**Funding Type**	**Year 1 (24/25)**	**Year 2 (25/26)**	**Year 3 (26/27)**	**Year 4 (27/28)**	**Year 5+ (28/29+)**	**Responsibility**
1.1 Update all Car Park Entry Signage. Identify opportunities to direct people to alternative parking locations	Seventeen (17) off-street car parks	Subject to consideration at next LTFP Review	$20,000	-	-	-	-	Lead: Development and Compliance Support: Corporate Communications; Traffic Maintenance
		Internal staff resources (est. hours required)	80	-	-	-	-	
1.2 GPS Integration of car park locations (such as Google Maps/Apple Maps) to ensure online wayfinding	Seventeen (17) off-street car parks	Within existing operating budget	-	-	-	-	-	Lead: Development and Compliance
		Internal staff resources (est. hours required)	5	-	-	-	-	
1.3 Investigate the development of a Parking App	Use of data that can be linked to sensors, loop systems or other counting technology to provide real time data on parking availability	Subject to consideration at next LTFP Review	-	-	-	-	$10,000	Lead: Development and Compliance
		Internal staff resources (est. hours required)	-	-	-	-	50	

Project / Initiatives	Location / Details	Funding Type	Year 1 (24/25)	Year 2 (25/26)	Year 3 (26/27)	Year 4 (27/28)	Year 5+ (28/29+)	Responsibility
1.4 Implement parking specific wayfinding signage, as part of wider wayfinding strategy, incorporating art into signage	Intersections of: • Sutton Street/Mandurah Terrace • Peel Street/Sutton Street • Pinjarra Road/Sutton Street • Mandurah Terrace (multiple) • Pinjarra Road/Old Coast Road/Mary Street	Subject to consideration at next LTFP Review	-	$50,000	$50,000	-	-	Lead: Transform Mandurah – City Centre Support: Strategic Planning and Urban Design; Corporate Communications; Traffic Maintenance
		Internal staff resources (est. hours required)	-	100	-	-	-	
1.5 Update and improve City Centre parking collateral material to ensure details of all accessible parking infrastructure is included	To assist in the promotion of available accessible parking options	Subject to consideration at next LTFP Review	$15,000	-	-	-	-	Lead: Ranger Services Support: Corporate Communications; Community Sector Projects
		Internal staff resources (est. hours required)	30	-	-	-	-	
1.6 Prepare a Peak Period Overflow and Events Parking Plan & Implementation		Subject to consideration at next LTFP Review	$10,000	$10,000	$10,000	$10,000	$10,000	Lead: Festivals and Events
		Internal staff resources (est. hours required)	20	20	20	20	20	

BOTANICAL H2O
BOTANICAL H2O
MH 4059A
BY 072W
1CRE 966

Action 2: Timed parking

Project / Initiatives	Location / Details	Funding Type	Year 1 (24/25)	Year 2 (25/26)	Year 3 (26/27)	Year 4 (27/28)	Year 5+ (28/29+)	Responsibility
2.1 Introduce Timed Restrictions on Sundays and public holidays and ensure consistency in applicable times and days	Updating of all signage at all public on and off-street parking bays. Includes a modification to all timed parking restrictions to cease at 5pm instead of 6 pm to support staff safety.	Subject to consideration at next LTFP Review	$20,000	-	-	-	-	Lead: Development and Compliance Support: Traffic Maintenance; Rangers
		Internal staff resources (est. hours required)	125	-	-	-	-	
2.2 Ongoing implementation of changes to timed parking arrangements	Incrementally on an 'as needed' basis, or when occupancy levels require.	Within existing operating budget	-	-	-	-	-	Lead: Development and Compliance Support: Traffic Maintenance
		Internal staff resources (est. hours required)	-	-	-	-	-	
2.3 Change from four hour parking to All Day parking	Mewburn car park	As per action 2.1	Included in Action 2.1	-	-	-	-	As Action 2.1
		Internal staff resources (est. hours required)		-	-	-	-	

Project / Initiatives	Location / Details	Funding Type	Year 1 (24/25)	Year 2 (25/26)	Year 3 (26/27)	Year 4 (27/28)	Year 5+ (28/29+)	Responsibility
2.4 Provide five x shorter timed bays (30 minutes) - northern strip of bays	Eastern Foreshore South	As per action 2.1	Included in Action 2.1	-	-	-	-	As Action 2.1
		Internal staff resources (est. hours required)		-	-	-	-	
2.5 Provide two additional short-term bays in this location. Change existing 15 minute bays to 30 minute bays.	Eastern Foreshore Central	As per action 2.1	Included in Action 2.1	-	-	-	-	As Action 2.1
		Internal staff resources (est. hours required)		-	-	-	-	
2.6 Change from four hour parking to three hour timed parking	Mandurah Terrace (west side - Gibson Street to Hackett Street)	As per action 2.1	Included in Action 2.1	-	-	-	-	As Action 2.1
		Internal staff resources (est. hours required)		-	-	-	-	
2.7 Change from three hour parking to two hour parking	Eastern Foreshore Central; Eastern Foreshore North	Within existing operating budget		To be undertaken in line with Waterfront Redevelopment works				Lead: Project Management Support: Traffic Maintenance
		Internal staff resources (est. hours required)						

Action 3: Staged Program for the Upgrade of Existing Car Parks

Project / Initiatives	Location / Details	Funding Type	Year 1 (24/25)	Year 2 (25/26)	Year 3 (26/27)	Year 4 (27/28)	Year 5+ (28/29+)	Responsibility
3.1 Detailed design for upgrade to Mewburn car park	Mewburn car park	Within existing operating budget	$50,000	-	-	-	-	Lead: Technical Services
		Internal staff resources (est. hours required)	50	-	-	-	-	
3.2 Delivery of Mewburn car park upgrade works	Mewburn car park	From existing Cash-in-Lieu Reserve and Subject to consideration at next LTFP Review	-	$750,000	-	-	-	Lead: City Works
3.3 Detailed design for upgrade to Eastern Foreshore Central car park	Eastern Foreshore Central car park	Within existing operating budget	To be undertaken in line with Waterfront Redevelopment works					Lead: Project Management; City Works
3.4 Delivery of Eastern Foreshore Central upgrade works	Eastern Foreshore Central car park	Within existing operating budget		To be undertaken in line with Waterfront Redevelopment works				Lead: Project Management; City Works
3.5 Detailed design for upgrade to Eastern Foreshore North car park	Eastern Foreshore North car park	Within existing operating budget	To be undertaken in line with Waterfront Redevelopment works					Lead: Project Management; City Works

Project / Initiatives	Location / Details	Funding Type	Year 1 (24/25)	Year 2 (25/26)	Year 3 (26/27)	Year 4 (27/28)	Year 5+ (28/29+)	Responsibility
3.6 Delivery of Eastern Foreshore North car park upgrade works	Eastern Foreshore North car park	Within existing operating budget		To be undertaken in line with Waterfront Redevelopment works				Lead: Project Management; City Works
3.7 Detailed design for upgrade to Hackett Street East car park	Hackett Street East car park	Subject to consideration at next LTFP Review	-	-	$10,000	-	-	Lead: Technical Services
		Internal staff resources (est. hours required)	-	-	50	-	-	
3.8 Delivery of Hackett Street East car park upgrade works	Hackett Street East car park	Subject to consideration at next LTFP Review	-	-	-	$150,000	-	Lead: City Works
3.8 Detailed design for upgrade to MPAC/ Seniors car park	MPAC/Seniors Centre car park	Within existing operating budget	$50,000	-	-	-	-	Lead: Technical Services
		Internal staff resources (est. hours required)	100	-	-	-	-	
3.9 Delivery of MPAC/ Seniors car park upgrade works	MPAC/Seniors Centre car park	Subject to consideration at next LTFP Review	-	-	$950,000	-	-	Lead: City Works

NEW

Action 4: Upgrades to Existing Streetscapes

Project / Initiatives	Location / Details	Funding Type	Year 1 (24/25)	Year 2 (25/26)	Year 3 (26/27)	Year 4 (27/28)	Year 5+ (28/29+)	Responsibility
4.1 Design and delivery of streetscape upgrades to consider shade, footpaths, formalisation of on-street parking	1. Barracks Lane 2. Sholl Street (north of Gibson Street) 3. Cooper Street 4. Hackett Street	Subject to consideration at next LTFP Review	-	-	$1,500,000	$1,500,000	$1,500,000	Lead: Strategic Planning and Urban Design Support: Technical Services
		Internal staff resources (est. hours required)	-	-	-	-	-	
4.2 Review existing land tenure along southern side of Barracks Lane	Enable one hour timed parking to be implemented in the on-street bays	Within existing operating budget	-	-	-	-	-	Lead: Strategic Planning and Urban Design Support: Legal and Property Services
		Internal staff resources (est. hours required)	-	20	-	-	-	

Action 5: Provision of Other Bay Types

Project / Initiatives	Location / Details	Funding Type	Year 1 (24/25)	Year 2 (25/26)	Year 3 (26/27)	Year 4 (27/28)	Year 5+ (28/29+)	Responsibility
5.1 Convert existing taxi rank to combined taxi rank / loading zone	Tuckey Street	Within existing operating budget	$300	-	-	-	-	Lead: Traffic Maintenance
		Internal staff resources (est. hours required)	4	-	-	-	-	
5.2 Increase ACROD bay numbers by converting four x standard bays	Eastern Foreshore Central; Eastern Foreshore North; Western Foreshore	Within existing operating budget	-	To be undertaken in line with Waterfront Redevelopment works		-	-	Lead: Project Management; Support: Traffic Maintenance
		Internal staff resources (est. hours required)	-	-	-	-	-	
5.3 Provide four x RV and Caravan Parking Bays	Western Foreshore South car park	Within existing operating budget	-	-	$4000	-	-	Lead: Traffic Maintenance; City Works
		Internal staff resources (est. hours required)	-	-	20	-	-	
5.4 Create additional set down/pick up areas	Eastern Foreshore Central; Eastern Foreshore North; Western Foreshore	Within existing operating budget	-	To be undertaken in line with Waterfront Redevelopment works		-	-	Lead: Project Management; Traffic Maintenance
			-			-	-	

Action 6: Staged Program for Provision of Additional At-Grade Parking

Project / Initiatives	Location / Details	Funding Type	Year 1 (24/25)	Year 2 (25/26)	Year 3 (26/27)	Year 4 (27/28)	Year 5+ (28/29+)	Responsibility
6.1 Acquisition of lots for the provision of additional at-grade, off-street parking provision	As identified in the City's Property Strategy (Acquisitions)	City Centre Acquisition Reserve	To be determined based on availability and market rate					Lead: Strategic Planning and Urban Design Support: Legal and Property Services; Statutory Planning and Lands
		Internal staff resources (est. hours required)	Ongoing					
6.2 Delivery of on-street parking as part of streetscape upgrade works in action 4.1	• Sholl Street • Cooper Street • Hackett Street	Subject to consideration at next LTFP Review	-	-	Included in Action 4.1			Lead: Technical Services; City Works
6.3 Delivery of on and off-street parking to service the Western Foreshore	Western Foreshore	Subject to consideration at next LTFP Review	-	$420,000	$825,000	-	-	Lead: City Works
6.4 Design and Delivery of on and off-street parking in association with Sutton Farm development	Sutton Farm	Within existing operating budget	$770,000	-	-	-	-	Lead: Technical Services Support: City Works

Action 7: Ongoing Monitoring

Project / Initiatives	Location / Details	Funding Type	Year 1 (24/25)	Year 2 (25/26)	Year 3 (26/27)	Year 4 (27/28)	Year 5+ (28/29+)	Responsibility
7.1 Install in-ground sensors in car bays (approx. 100 bays) as a trial	Eastern Foreshore South; Eastern Foreshore Central; Mandurah Terrace (between Pinjarra Road and Gibson Street)	Within existing operating budget	$40,000	-	-	-	-	Lead: Development and Compliance
		Internal staff resources (est. hours required)	30	-	-	-	-	Support: Systems and Projects
7.2 Review existing infrastructure used for parking bay occupancy monitoring. Assess the utility of various options in association with a parking app	All on and off-street public bays	Subject to consideration at next LTFP Review	-	$20,000	-	-	-	Lead: Development and Compliance
		Internal staff resources (est. hours required)	-	30	-	-	-	Support: Systems and Projects

Action 8: Strategic Recommendations								
Project / Initiatives	**Location / Details**	**Funding Type**	**Year 1 (24/25)**	**Year 2 (25/26)**	**Year 3 (26/27)**	**Year 4 (27/28)**	**Year 5+ (28/29+)**	**Responsibility**
8.1 Payment in Lieu of Parking Plan Preparation and Implementation	As required by the Planning and Development (Local Planning Schemes) Regulations 2015	Within existing operating budget	-	-	-	-	-	Strategic Planning and Urban Design
		Internal staff resources (est. hours required)	100	-	-	-	-	
8.2 Direct revenue from parking infringements to Reserve Fund for three years	Enable the money to be spent directly on the implementation of the short-term actions	Re-directed revenue	$192,000	$192,000	$192,000	-	-	Financial Services; Rangers Services
		Internal staff resources (est. hours required)	-	-	-	-	-	
8.3 Consolidate public parking on City owned or Crown land (Contingent on Mewburn car park upgrades)	Reduce expenditure on leasing land for public parking at commercial rates Providing public parking on private land presents a risk to ongoing supply due to lack of control over future use	Within existing operating budget	-	-	-	-	-	Legal and Property Services
		Internal staff resources (est. hours required)	5	-	-	-	-	

Project / Initiatives	Location / Details	Funding Type	Year 1 (24/25)	Year 2 (25/26)	Year 3 (26/27)	Year 4 (27/28)	Year 5+ (28/29+)	Responsibility
8.4 Monitor and review viability of decked parking	Based on objective data from occupancy monitoring and updated costing analysis	Within existing operating budget	-	-	-	-	-	Development and Compliance
		Internal staff resources (est. hours required)	-	-	-	-	10	
8.5 Monitor and review the parking ratios within the Local Planning Framework (as part of Mandurah Strategic Centre Precinct Structure Plan project)	To ensure that they reflect contemporary practice and remain fit for purpose	Within existing operating budget	-	-	-	-	-	Strategic Planning and Urban Design
		Internal staff resources (est. hours required)	40	-	-	-	-	
8.6 Review all existing parking agreements to improve consistency and incorporate reciprocal arrangement considerations, where possible	Over private land	Within existing operating budget	-	-	-	-	-	Rangers Services
		Internal staff resources (est. hours required)	40	-	-	-	-	
8.7 Review the provisions of the Parking and Parking Facilities Local Law 2015 to allow multiple motorbikes to find parking in the City Centre	Through allowing multiple motorbikes to be parked together in car parking bays	Within existing operating budget	-	-	-	-	-	Development and Compliance
		Internal staff resources (est. hours required)	10	-	-	-	-	

CITY OF MANDURAH

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5	**SUBJECT:**	City Centre Master Plan – Adopt for Advertising
	DIRECTOR:	Strategy and Economic Development
	MEETING:	Council Meeting
	MEETING DATE:	28 November 2023

Summary

Council is requested to adopt for advertising purposes, the draft City Centre Master Plan (CCMP). The City Centre Master Plan has been prepared to reaffirm the importance of the City Centre in the wider context of the City of Mandurah, guide and attract private sector investment in Mandurah, to assist in the advocacy for Federal and State Government funding and to guide the investment of public funds.

The City Centre Master Plan sets the high-level direction and design outcomes for the City Centre featuring a combination of private development and targeted public investment projects.

Extensive stakeholder engagement was undertaken, in conjunction with the City Centre Parking Plan, between March 2022 and February 2023. The outcomes of which have helped inform the development of both plans.

It is recommended that Council endorse the draft City Centre Master Plan for public advertising, to allow the opportunity for comments to be provided by stakeholders and the broader community.

Disclosure of Interest

Nil.

Previous Relevant Documentation

• SP.19/4/07	4 April 2007	Council resolved to adopt the Mandurah Foreshore 2020 Master Plan as a visionary document to guide further design work and community consultation
• G.36/5/06	16 May 2006	Council resolved to acknowledge the general principles upon which more detailed project planning will be undertaken with the Mandurah Central Revitalisation Strategy.

Background

In 2006, the Mandurah Central Revitalisation Strategy (the Strategy) was adopted, following an extensive public planning process. The Strategy sought to clearly identify a vision for the City Centre (encompassing the civic and cultural precinct) and develop a program for public and private investment required to realise this vision.

Since the Strategy's adoption, many of the key priority projects identified have been implemented, including:

- Improvements to the function and character of Mandurah Terrace to achieve a pedestrian orientated, slow speed environment;
- The extension of Sutton Street to Mandurah Terrace resulting in the redistribution of local and regional traffic;
- Improvements to pedestrian linkages from the City Centre to the Mandurah Ocean Marina;
- Improvements to Mandjar square;

- The finalisation of a Local Tourism Strategy which identifies strategic sites for short term accommodation;
- The preparation of the Mandurah City Centre Precinct Plan (November 2010), now consolidated into the Mandurah Strategic Centre Precinct Structure Plan, which seeks to provide the rules for the development of the private land, consistent with the Revitalisation Strategy;
- The preparation of the Civic and Cultural Precinct Master Plan 2012; and
- The development of the Mandurah Waterfront project, currently being implemented.

In conjunction with the development of the Strategy, the Mandurah Foreshore Focus 2020 study was initiated to prepare a masterplan for the Mandurah Foreshore, in the areas between the Indian Ocean to the north and the Mandurah Estuary Bridge to the south. The purpose of the study was to create a focal point for the Peel Region that could be compared favourably anywhere in the world, to maximise the economic potential of the foreshore areas and attract visitors to Mandurah. The Mandurah Foreshore Focus 2020 was adopted in 2007.

Whilst both these documents remain relevant to Mandurah today, many of the key priorities and projects within these plans have been implemented. A review and reset of the vision for the City Centre and surrounds is required, to direct future public and private investment. This aligns with the City's Economic Development agenda which seeks to:

- Foster centralised high-quality, export-oriented employment with a focus on building the Water Economy and associated industry clusters;
- Increase the level of pedestrian activation in the town centre and active civic heart;
- Diversify the daytime and evening user populations to comprise a sustainable mix of residents, workers, visitors and students;
- Improve the standard of commercial and retail buildings to enhance the visitor and workforce experience, encourage and activate overdue development and capture its tourism potential and improved liveability.

For both the City Centre Master Plan and City Centre Parking Plan, the community were engaged through a variety of methods. A Community Values Survey, community pop-ups and business drop-in sessions, a series of community and business workshops and through face-to-face meetings with our business and landowner stakeholders. From this, we had over 1,000 people contribute their thoughts and ideas to the future vision for Mandurah's City Centre. This feedback has been used to inform and shape the recommendations made as part of this Master Plan. In reviewing the outcomes of the engagement process, three key themes emerged, being Activity, Character and Movement.

Comment

Purpose

The purpose of the City Centre Master Plan (CCMP) is to:

- Set clear direction based on community priorities;
- Provide for a wide range of users and their needs;
- Address identified challenges in a managed way; and
- Provide a coordinated approach to improvements to public spaces and infrastructure to seek further private investment.

Scope

The City Centre is divided into four precincts (City Centre Core, City Centre North, Western Foreshore Precinct and Marina) to build upon the established character of the precincts and to strengthen the valuable diversity of the City Centre.

Whilst areas beyond these precincts are outside the scope of the Master Plan, it is important that the plan considers the connections and linkages to the City Centre from these areas. One such area is Roberts Point, which was identified as a key area in the Mandurah Foreshore Focus 2020 Vision Master Plan. This site is a significant piece of government-owned land that has the potential to compliment the City Centre. As such, the site will be subject to further master planning over time.

Master Plan Formulation

There were several stages in the formulation of the Master Plan (Refer Attachment 5.1) being:

- A desktop review of existing plans and strategies relevant to the City Centre to determine the implementation status of recommendations and actions and to identify opportunities and constraints for each precinct.

- Engagement with the broader community and relevant stakeholders to develop a broad vision for the City Centre and high levels wants and needs for each precinct. This feedback has been captured in the Engagement Report (Refer Attachment 5.2).

- An analysis of existing context including precinct analysis, land tenure considerations, historical context, strategic centre context and economic aspirations.

- Formulation of key principles, recommendations and actions presented in the form of a spatial plan, explanatory text and an implementation action plan.

- Preparation of a high-level Wayfinding Strategy (Refer Attachment 5.3) to provide a framework to enhance wayfinding and legibility within the City Centre, capturing many of the ideas raised through the engagement process.

- Preparation of Place Design Guidelines (Refer Attachment 5.4) to enhance the experience of the City Centre at ground level by improving the interface of the public and private realm, to enhance the character of the City Centre, its sense of place, brand and legibility and to attract high-quality redevelopment and investment in the City Centre.

Key Recommendations

There are several key recommendations that have been developed. Under each theme, explanatory text has been incorporated around ‘what we have’ currently, the key principles to be followed as a basis for new plans and projects for a successful City Centre and a series of theme-based outcomes.

Activity

- *Facilitate catalyst investment opportunities*
  This suite of potential opportunities will require further exploration and development business cases where necessary. They range from hospitality training centre, regional skills incentives, waterways centre of excellence, student and key worker accommodation and exploring investment incentives to encourage increase short stay and tourism development.

- *Plan and deliver strategic community infrastructure within the City Centre to service the broader community*
  Directing strategic community infrastructure to locate within the City Centre assists in creating a critical mass to generate the levels of activity required to support the local economy, in addition to the sustainable travel benefits of locating services close together. The potential opportunities range from: Central Library and Learning facility, tertiary and higher education, an upgrade of the Mandurah Performing Arts Centre, Seniors Centre, Arts Studios and the City’s Administration and Council Chambers.

- *Grow and promote a strong and distinctive place identity for the City Centre*
  Including investigating ways to encourage longer opening hours to develop the evening economy, a continuation of the events program and an update and a review of the Alfresco dining guidelines.

- *Activate and promote public spaces*
  The promotion and activation of under-utilised spaces within the City Centre (beyond the Eastern and Western Foreshores) creates depth and an activation of streets. Key recommendations include: an upgrade of George Robinson Gardens and Mewburn Centre, a review of the event guidelines to promote spaces such as Christ Church grounds, Smart Street Mall, Zephyr Mews and Mandjar Square, investment in water-based infrastructure in locations such as Stingray Point, Soldiers Cove and Western Foreshore South through the development of a Waterfront Waterways Master Plan.

Character

- *Grow and promote a strong and distinctive place identity for the City Centre*
  This incorporates the development of a City Centre Signage Manual in conjunction with the Wayfinding Strategy and Legibility and Streetscape Enhancement Plans to direct upgrades to City Centre entry statement/arrival points and to key streets throughout the City Centre such as Sholl Street, Hackett Street and Cooper Street.

- *Ensure the built form contributes and enhances the character of Mandurah*
  The preparation of a City Centre Lighting Plan, the incorporation of the Place Design Guidelines into the Local Planning Framework to give statutory weight and a strategic review of ways to embed public art into signage, built form, blank facades and community infrastructure.

- *Enhance and celebrate the natural environment*
  Core areas of the City's Environment Strategy that are relevant to the Master Plan include the enhancement of green spaces, increasing the urban canopy on City Centre streets, the delivery of sustainable transport networks, water sensitive urban design and drainage into the Estuary and Administration Bay, coastal foreshore management and sustainable building design.

- *Celebrate Mandurah's history and cultural identity*
  The goals of the Arts and Culture Strategy that align directly with the Master Plan are the continuation of the Mandurah Arts Festival, the creation of a cultural map to capture the cultural assets of the City Centre precincts, a strategic review of public art, the establishment of heritage and art trails as a drawcard for tourism and the commissioning of murals and public art pieces.

Movement

- *Prioritise pedestrian and cyclist networks*
  To include the preparation of a concept master plan for the upgrade of the southern part of Mandurah Terrace between Pinjarra Road and Gibson Street, seeking funding and delivery of the Northern Coastal Path, the preparation of Streetscape Improvement Plans for Barracks Lane, Sholl Street, Hackett Street, Cooper Street Pinjarra Road and Sutton Street south.

- *Provide a legible street network*
  Recommended changes to seven key intersections with a focus on reducing the reliance on Mandurah Terrace, to improve pedestrian connections across intersections and to make right turning movements safe.

- *Improved public transport*
  Consistent with the Integrated Transport Strategy, recommendations including advocation for street-based transit and an improved rapid bus network to connect Mandurah's northern, southern and eastern suburbs to the City Centre.

- *Ongoing management of parking supply and occupancy*
  Core recommendations of the City Centre Parking Plan align with the Master Plan regarding upgrades to five existing parking areas, streetscape improvements, signage and wayfinding, change to timed parking arrangements, the development of additional at-grade parking at the Western Foreshore and Sutton Farm, together with improvements for ongoing parking monitoring and management.

- *Make the city centre highly accessible by boat*
  The development of a Waterfront Waterways Master Plan to explore and identify jetty and water-based infrastructure within and around Mandjar Bay, the Western and Eastern Foreshores.

Project Areas

The Master Plan identification of schematic plans for the following project areas:

- Mewburn Site (short term and long-term development options, including sites between Mewburn Site and Mandurah Terrace);

- Heritage Precinct (focusing on the current Museum site and eastern side of the bridge, with a number of short term and longer-term improvements as the entry to the City Centre and connections that require upgrading);

- Civic Centre Precinct, which provide for staged approach to further investment in this precinct and seek to refine the previous Master Plan prepared for the site, including the retention of the City's Administration functions within the precinct; and

- Town Beach, as the City Centre's regional beach.

These plans seek to identify future investment and upgrades beyond existing committed projects that are underway such as the Waterfront project(s). The Master Plan provides indicative and high-level schematic concepts for the project areas to assist in articulating the vision. Further detailed design and project planning will be required for each of these project areas together with the remaining parts of the Master Plan.

Implementation and Funding Sources

The range of actions within the City Centre Master Plan will require sustained effort and cross-functional work to ensure delivery of the recommendations and actions. A key outcome is that an internal City Centre Master Plan Implementation Group is established, to lead the delivery of the Master Plan actions including:

- develop budget proposals through the Long Term Financial Plan for design and delivery of key infrastructure projects;
- funding submissions and management of grants for infrastructure projects;
- asset renewal and upgrades for public spaces and servicing infrastructure;
- business case development for key built form and partnership outcomes;
- investment attraction;
- tourism development, promotion and attraction;
- large and small business support;
- updates and changes to the local planning framework and other policies and guidelines to facilitate new development of private land and support existing and new business;
- place making, activation and events; and
- the implementation of the supporting plans and strategies such as the Car Parking Plan, Wayfinding Strategy and Place Design Guide.

Numerous lower priority actions may be implemented through the regular scheduled renewals asset management process, whilst other, higher priority actions will require sustained funding through direct budgeting and/or in combination with other sources.

Consultation

If adopted, the City Centre Master Plan will be advertised for a period of at least 28 days. This will include placing details on the Mandurah Matters website, social media posts on the City's Facebook page, and direct consultation with stakeholders who have been involved in previous engagement in the development of the Plan. Consultation will also occur with MEAG, Youth Advisory Group and Access and Inclusion Committee.

Statutory Environment

The Master Plan will not replace or supersede existing statutory planning tools which currently guide development standards, height limits and land uses, however it will inform any necessary changes to the existing planning framework in this regard.

Policy Implications

Nil.

Financial Implications

There are no financial implications associated with advertising the draft City Centre Master Plan for public comment. The proposed public consultation and finalisation of the CCMP will be completed in house within the current operating budget.

Risk Analysis

The preparation of the Master Plan seeks to address strategic risk regarding failure to adequately plan for and develop essential infrastructure, failure to plan for future development, failure to identify, understand and meet expectations of stakeholders and reputational risk in regard to lack of planning, or preparing plans that are unreasonable.

Whilst there may be elements of the Master Plan that all stakeholders do not agree on and that may trigger some debate, the next stages of engagement will provide an opportunity to discuss, debate and review these outcomes at the time Council considers the plan for final adoption.

Strategic Implications

The following strategies from the City of Mandurah Strategic Community Plan 2020 – 2040 are relevant to this report:

Economic:
- Promote and foster investment aimed at stimulating sustainable economic growth.
- Facilitate and advocate for sustainable local job creation, and industry growth and diversification.
- Establish and leverage opportunities with key stakeholders to achieve sustainable economic outcomes with due consideration to environmental impacts.

Social:
- Promote safety within the community through urban design.
- Promote a positive identity and image of Mandurah based on its unique lifestyle offering.
- Provide a range of social, recreational and cultural experiences for our residents and visitors to enjoy and take pride in.
- Provide diverse and sustainable places and spaces that enable people to lead an active lifestyle.

Health:
- Provide and facilitate quality community infrastructure that is accessible, and conducive to a healthy, active community.

Environment:
- Protect and manage our local natural environment ensuring our actions don't adversely impact our waterways.

Organisational Excellence:
- Demonstrate regional leadership and advocate for the needs of the community.
- Ensure the City has the capacity and capability to deliver quality services and facilities through accountable and transparent business practices.
- Ensure that our actions maintain a sustainable balance between economic growth, the environment and social values.

Conclusion

The City Centre Master Plan sets the high-level direction and design outcomes for the City Centre featuring a combination of private development and targeted public investment projects. Extensive stakeholder engagement was undertaken, in conjunction with the City Centre Parking Plan, between March 2022 and February 2023. The outcomes of which have helped inform the development of both plans.

It is recommended that Council endorse the draft City Centre Master Plan for public advertising, to allow the opportunity for comments to be provided by stakeholders and the broader community.

NOTE:

- Refer ***Attachment 5.1*** ***City Centre Master Plan (Draft for Advertising)***
  Attachment 5.2 ***Engagement Report***
  Attachment 5.3 ***Wayfinding Strategy***
  Attachment 5.4 ***Place Design Guidelines***

RECOMMENDATION

That Council:

1. Adopts the draft City Centre Master Plan (as detailed in Attachment 5.1) dated November 2023, for the purposes of community consultation.

2. Notes the Engagement Report 2023 (Attachment 5.2), the Wayfinding Strategy 2023 (Attachment 5.3) and the Place Design Guidelines 2023 (Attachment 5.4) as input documents that have assisted in the preparation of the City Centre Master Plan.

CITY OF MANDURAH

City Centre Master Plan

Draft for Advertising
November 2023

Record of Adoption

Stage	Document Version	Approval Date
Draft for Internal Review	1	October 2023
Draft for Advertising	2	November 2023

Schedule of Modifications

No	Summary of Modifications	Document Version	Approval Date

Contents

1. Introduction **12**
- Strategic Framework 13
- Master Plan Precincts 14
- Why is the City Centre important? 16
- Master Plan Formulation 18

2. Context **23**
- Historical Context 23
- Strategic Centre Context 28
- Economic Development Aspirations 32
- Challenges and Opportunities 35
- Land Tenure and Land Ownership 40

3. Activity: Always something to do **42**
- What we have 42
- Key Principles 43
- Activity Outcomes 44

4. Character: Celebrate Mandurah's point of difference **52**
- What we have 52
- Key Principles 53
- Character Outcomes 54

5. Movement: An Accessible City **34**
- What we have 65
- Key Principles 67
- Movement Outcomes 68

6. Key Project Areas **75**
- Eastern Foreshore Central and North 75
- Western Foreshore 76
- Waterfront Waterways Master Plan 76
- Roberts Point 76
- Mewburn Site 78
- Heritage Precinct 84
- Civic Centre Precinct 87
- Town Beach 90

7. Implementation **92**
- Actions and Recommendations 70
- Funding Sources 70
- Activity 71
- Character 82
- Movement 89

Acknowledgement of Country

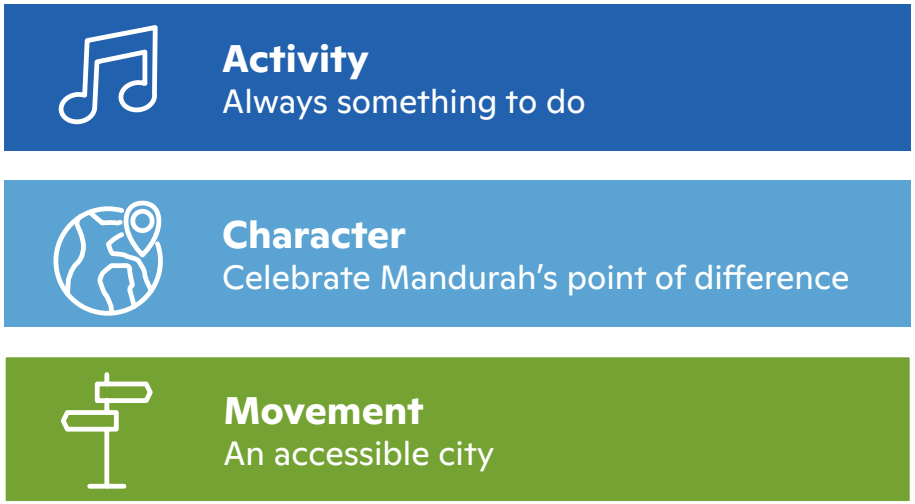
The City of Mandurah would like to acknowledge the Bindjareb people – the traditional custodians of this land - and pay respect to all Elders, past and present. We wish to acknowledge and respect their continuing culture and the contribution they make to the life of this city and the region.

Message from the Mayor

[To be finalised post-council adoption]
Rhys Williams
Mayor, City of Mandurah

Executive Summary

The Master Plan and its recommendations are based on three key themes:



Key Outcomes:

The plan sets high level direction and design outcomes for the development of the Mandurah City Centre, featuring a combination of private development and targeted public investment projects.

- Civic Cultural Precinct
- Heritage Precinct
- Mewburn Centre upgrades
- Road network upgrades
- City Centre streetscape upgrades
- Waterfront jetty and infrastructure upgrades
- Town Beach upgrade

The Master Plan will set the high-level direction for the future development and upgrade for the development of the Mandurah City Centre that will require a combination of investment into private development and targeted public infrastructure projects.

Based on these outcomes, three key plans have been prepared and are described in further detail in Sections 3, 4 and 5 of the Report.

Plan 1 outlines the key Activity and Character outcomes of the Master Plan that outlines key new commercial built form, key public spaces, existing and future commercial development together with important design elements such as defining view lines, defining gateways and entry statements to the City Centre, the important streets in the City Centre and the key pedestrian movement locations.

Contributing to improved outcomes for activity and character assists in defining the importance of the City Centre to the broader Mandurah area and sets a direction for key projects that require Council investment to entice further private investments.

Plan 2 outlines the Movement Network Plan for the Master Plan.

A great city should be accessible and easy to get to and find your way around whether arriving by car, cycle, public transport, on foot or by any other means.

Previous strategies had identified a need to enhance arrival points, improve connections between precincts, and explore potential increases in water transport and these issues remain valid.

Within this theme, gaps in the movement framework within the City Centre are explored, identifying opportunities to improve the ways in which we can explore the centre.

The Movement Network Plan outlines key improvements including:

- Cycle and Path Networks, with a key focus on Mandurah Terrace and the northern, eastern and southern connections.
- Streetscape Improvements and Street Upgrades to improve footpaths, urban tree canopy and amenity upgrades to increase walkability and encourage further development.
- Ensuring a Legible Street Network through a series of intersection upgrades that aid in pedestrian connections and safe movement for all users with a focus on creating improved amenity on Mandurah Terrace.
- Public Transport network improvements by connecting the City Centre and the Train Station by an inner city transit system and improving the connection from Mandurah's suburbs to the City Centre.
- Ensuring ongoing management and improvements to Parking; and
- Exploring opportunities for improved Jetty infrastructure.

Plan 3 provides an outline of key projects that will require refinement and detailed design, with a number of plans included in the Master Plan for the Mewburn Site, Museum and Cultural Precinct, the Civic and Arts Precinct and Town Beach together with key projects already committed in the Master Plan area.

Plan 3 also provides a linkage to the importance of Roberts Point to the City Centre as part of the broader waterfront as a piece of key government land.

Master Plan References

The City Centre Master Plan is to be read and referenced together with the following documents:

- Place Design Guide: City Centre Master Plan 2023
  (Hatch Roberts Day in collaboration with the City of Mandurah)
- Wayfinding Strategy: City Centre Master Plan 2023
  (Hatch Roberts Day in collaboration with the City of Mandurah)
- Engagement Report: City Centre Master Plan and Parking Plan
  (City of Mandurah in collaboration with Hatch Roberts Day)
- City Centre Parking Plan 2023 – 2033
  (City of Mandurah)
- Mandurah City Centre Waterfront: Community Vision Consultation
  (June 2018, City of Mandurah)
- Mandurah Waterfront Project: Precinct Area Concept Plans:
  - Western Foreshore Recreation Precinct (August 2019);
  - Eastern Foreshore South Precinct (May 2020);
  - Eastern Foreshore North-Central Precinct (August 2023); and
  - Smart Street Precinct (June 2020)
  - Community Vision Consultation (June 2018)

The City Centre Master Plan sits alongside and complements many Council strategies and plans that are referenced in the Strategic Framework, together with the existing Local Planning Framework which includes the Local Planning Strategy, Local Planning Scheme and relevant Structure Plans.

The Master Plan does not change or alter any elements of the Local Planning Framework but contains recommendations for modifications and updates that will need to be undertaken in accordance with the relevant regulatory framework.

The Master Plan has been developed with the whole of the community in mind. This includes residents, business owners and operators, landowners, visitors and potential visitors.

The purpose of this City Centre Master Plan is to:

Set clear direction based on community priorities

Provide for a wide range of users and their needs

Address identified challenges in a managed way

Provide a coordinated approach to improvements to public spaces and infrastructure to seek further private investment

Plan 1: Activity and Character Overview

Key View Lines
To be Retained and Enhanced

Streetscape Upgrades
New Footpaths, Street Trees and Underground Power

Gateways Nodes and Streets
Landscape, Activity, Artwork and Wayfinding

Existing and Proposed Path Network
Walk and Wonder / Trails / Pedestrian Priority Areas

Key Civic and Community Built Form
City Administration, Library, Arts, Culture, Museum, Education

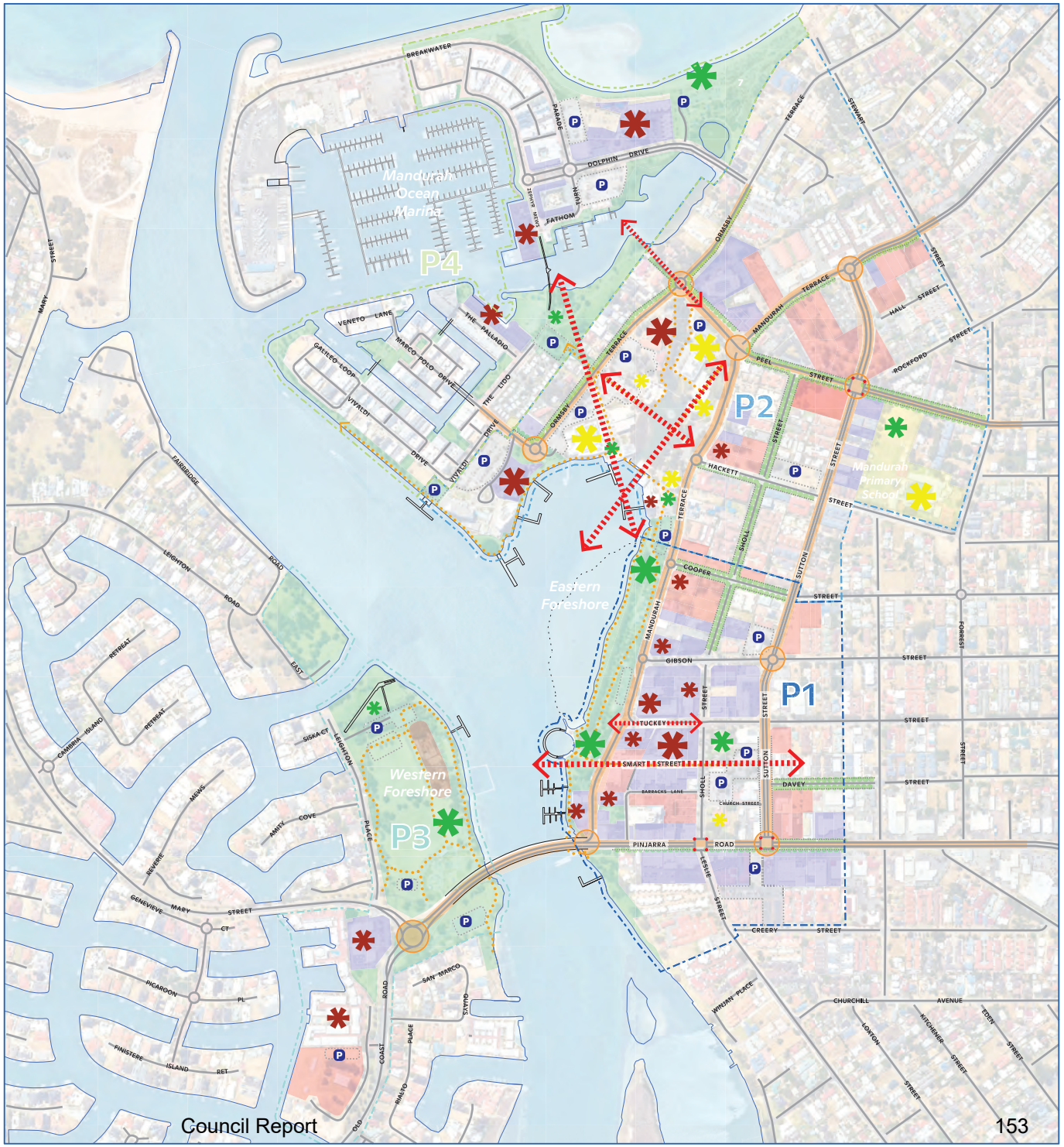
Key Commercial Built Form
Tourist, Retail, Leisure, Food and Beverage

Key Public Spaces
Meeting Places, Outdoor Activity, Town Squares, Event Spaces

Future Mixed Use Development Nodes
Key Vacant and Redevelopment Sites

Existing Commercial Development

Public Parking (Off-Street)
Existing and Upgraded Parking Stations



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Plan 2: Movement Network Plan

Cycle Path Network
Segregated and/or Separated Bike Paths

Streetscape Upgrades
New Footpaths, Street Trees and Underground Power

Existing / Proposed Path Network
Walk and Wonder / Trails / Pedestrian Priority Areas

Street Based Transit
Connecting the City Centre to the Station

Rapid Bus Network
Connecting Mandurah's Suburbs to the City Centre

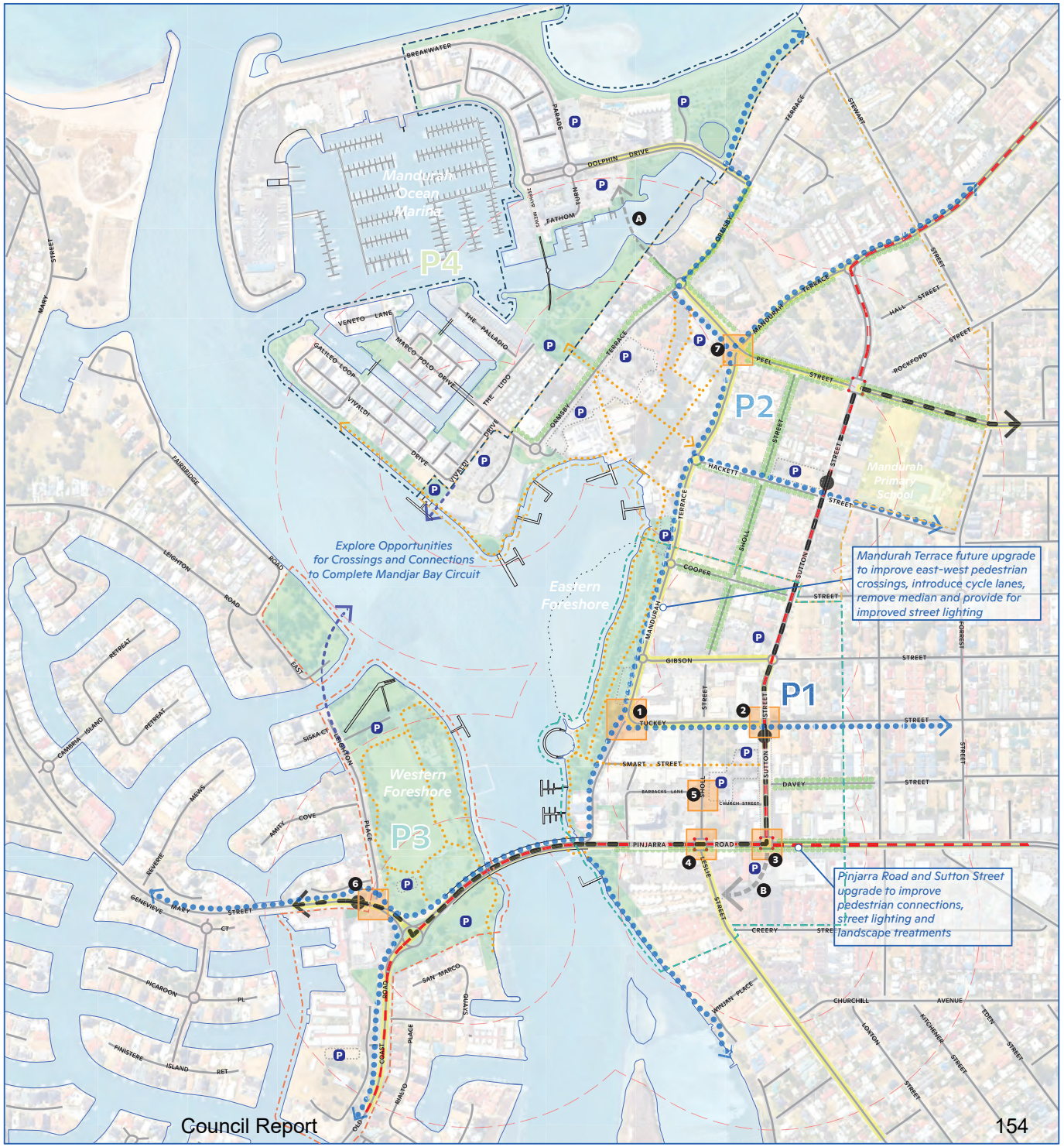
Existing Bus Network
To Be Reviewed upon completion of Transit Improvements

Monitor Need for Additional Connections
Ⓐ Peel Street to Marina Ⓑ Sutton Street South

Public Parking (Off-Street)
Upgrade or New From Parking Plan Shown Outlined

Intersection Upgrades:

1. Sutton St / Pinjarra Road:
   Two Right Turns Lanes into Pinjarra Road;
2. Pinjarra Rd / Sholl St / Leslie St:
   Realign turning lanes off Sholl/Leslie into Pinjarra Rd;
3. Sholl St / Church St / Barracks Lane:
   Remove Church St / Sholl Street Roundabout;
   Consider access to Barracks Lane from the east;
4. Sutton St / Tuckey St:
   Provide Right Turn Pockets to Access Tuckey St;
5. Mandurah Tce / Tuckey St:
   Review functionality with consideration to the removal of the roundabout and create a T-Intersection;
6. Mary Street / Leighton Place:
   Improve right turns;
7. Mandurah Terrace / Peel Street:
   Monitor intersection treatment and scale;



CITY OF MANDURAH

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Plan 3: Key Project Areas

Project Plans Included in the Master Plan

1. **Mewburn Site**
   Short term parking upgrades; Long term Mixed Use Development
2. **Heritage Precinct**
   Pinjarra Road, Dalrymple Park and Museum Site Upgrades
3. **Civic Centre Precinct**
   Civic / Administration, Library, Arts, Cultural Infrastructure, Tourist Development, Administration Bay Upgrade
4. **Town Beach**
   Landscape, Playground and Access Upgrade

Projects Underway

5. **Eastern Foreshore Central and North**
   District Level Playspace, Landscape, Connection to Water
6. **Western Foreshore**
   Commercial Site, Parking, Paths and Water Edge Treatments
7. **Waterfront Waterways Master Plan**
   Explore scope for future Jetty Infrastructure

Future Project Areas

8. **Roberts Point (Long Term):**
   Potential Marina, Tourist Resort, Landscape Upgrade (Subject to further Refinement and Detail)

Key Civic and Community Built Form

Western Foreshore Commercial Site

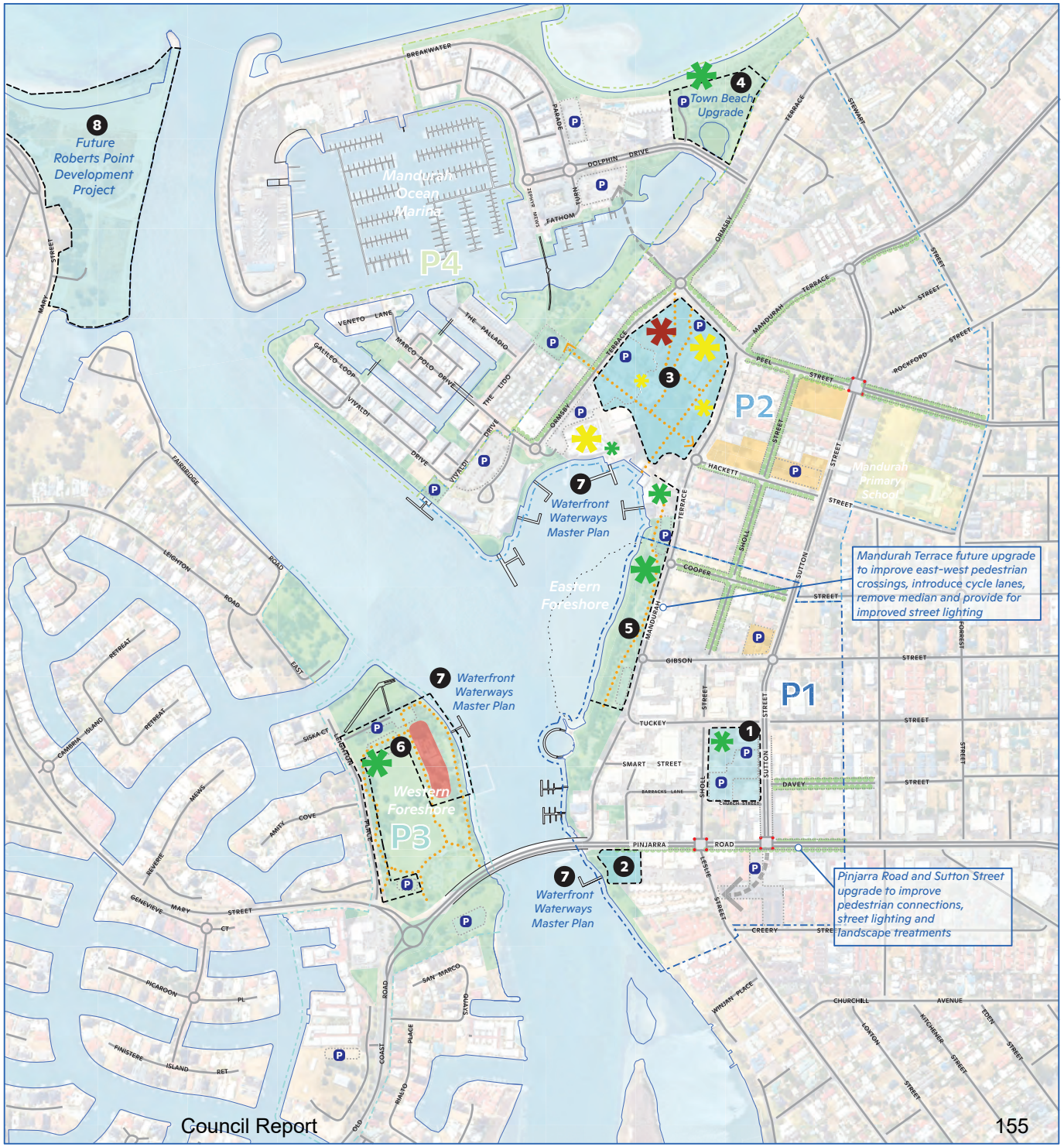
City of Mandurah Owned Sites

Key Public Space Upgrades

Potential Tourism Development

Streetscape Upgrades

Public Parking (Off-Street)



CITY OF MANDURAH

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1. Introduction

Purpose

A Master Plan is a strategic document that sets the long-term vision for an area. It focuses on how a place will look in the future and creates a framework for how to achieve this vision.

A range of factors are considered when developing the City Centre Master Plan.

These include community input, existing development, physical characteristics, and social and economic considerations.

Master Plans are dynamic documents that require regular review to ensure they meet the changing needs of the community.

Mandurah and its City Centre has evolved from a popular fishing village and to a regional centre with a key focus on thriving community, centre for entertainment, events and recreation and a tourist destination, together with a rapidly growing resident population.

Over many decades, numerous plans have been prepared to help guide and shape the development of the City Centre, including the Mandurah Waterfront Revitalisation Strategy (2004) and the Mandurah Foreshore Focus 2020 Vision Master Plan (2006) and in more recent times, the Mandurah Waterfront Project.

This planning has resulted in several significant infrastructure and capital projects in the evolution of the City Centre including:

- The Mandurah Bridge replacement;
- The delivery of Mandurah Waterfront Project including the development of the Western Foreshore Recreation Precinct which included the Skate Park and Place Space, the Kwillena Gabi Pool and upgrades to the Smart Street Mall;
- The northern extension of Sutton Street to Mandurah Terrace;
- The enhancement of public spaces, including improvements to Mandjar Square and the function and character of Mandurah Terrace; and
- The delivery of events and activations within the City Centre.

In 2018, the City undertook one of the region's largest ever community engagement initiatives to establish a clear vision for the City of Mandurah for the next 20 years through the development of City's Strategic Community Plan.

Woven by waterways, a city with a village heart.

We are built in nature, a meeting place surrounded by unique waterways, where the wellbeing of our people and our environment are nurtured, where business in the community can thrive and entrepreneurship is celebrated.

We will be the place where a thriving regional city and the heart of a village meet.

Strategic Framework

The Master Plan is a check-in point to ensure a coordinated approach to new development, infrastructure upgrades to ensure a functioning city centre, whilst allowing more detailed project to continue to proceed.

It is located centrally within the framework due to inputs from higher level strategies but also provides a basis for further projects, policies and design outcomes that will manage priorities and private investment.

INPUTS

Previous Plans

- Mandurah Waterfront Revitalisation Strategy (2004)
- Mandurah Foreshore Focus 2020 Vision Master Plan (2007)
- Mandurah City Centre Precinct Plan (2009)
- Civic and Cultural Precinct Master Plan (2012)
- Mandurah Waterfront Concept Plans (2018)

Current Strategies

- Economic Development Strategy
- Place Strategy; Public Health; Arts and Culture; Community Safety; Community Infrastructure
- Infrastructure & Transport Integrated Transport Strategy
- Environment Environmental Strategy & Greening Mandurah Framework

OUTPUTS

- Engagement Outcomes Report
- **City Centre Master Plan**

- Update Alfresco Guidelines
- Update Precinct Plan

- Comprehensive Signage Plan
- Update Precinct Plan

- Short Term Upgrades
- Medium Term Upgrades
- Long Term Upgrades

Project Areas

- Mewburn Site
- Museum Site
- Civic & Arts Precinct
- Town Beach
- Streetscape Upgrades
- Western Foreshore Commercial
- Eastern Foreshore Central & North
- Waterfront Waterways Jetties

Master Plan Precincts

The City Centre Master Plan will focus on the following four precincts:

- Precinct 1: City Centre Core
- Precinct 2: City Centre North
- Precinct 3: Western Foreshore Precinct
- Precinct 4: Marina

The City Centre is separated into these precincts to build upon the established and distinguished character of the precinct neighbourhoods and to strengthen the valuable diversity of the City Centre.

It allows all stakeholders to explore the opportunities, challenges and possible solutions on a precinct-level and ensures the preparation of a comprehensive and coordinated plan for the future City Centre.

Whilst areas beyond these precincts are outside the scope of the Master Plan, it is important that the plan considers the connections and linkages to the City Centre from these areas.

One such area is Roberts Point which was identified as a key area in the Mandurah Foreshore Focus 2020 Vision Master Plan. This site is a significant piece of government-owned land that has significant potential to compliment the City Centre. Outcomes such as tourist resort, additional marina, key landscape and public amenity remain key outcomes, and will be subject to further master planning over time.

Table 1 Precinct Areas

Precinct	Area
Precinct 1: City Centre Core	33.86ha
Precinct 2: City Centre North	52.42ha
Precinct 3: Western Foreshore Precinct	31.41ha
Precinct 4: Marina Commercial / Residential	19.51ha
Total:	**137.2ha**

All areas exclude water.

Plan 4: Plan Boundary and Precinct Areas

- P1 Precinct 1: City Centre Core
- P2 Precinct 2: City Centre North
- P3 Precinct 3: Western Foreshore Precinct
- P4 Precinct 4: Marina Commercial / Residential

CITY OF MANDURAH

Why is the City Centre important?

City Centre's are important because they provide a place to live, work, learn and play, unlike suburban locations where activity tends to be separated and segregated.

An effective City Centre is a place that is lively, has varied employment opportunities, retail offerings, housing and allows for cultural experiences – with Mandurah's centre enhanced by being on the doorstep of a pristine waterway environment.

City Centre's can create significant economic benefits for the wider community as well as increase the liveability and happiness of its residents.

In order to fully achieve this, a diverse City Centre precinct is required.

Mandurah's City Centre is located at the heart of the Peel Region with the Mandurah Foreshore a significant attractor for visitors and residents alike. The economic and community services offered in Mandurah serve not only local residents but also the wider Peel region.

Unlike a conventional retail centre, a City Centre is a dynamic place that requires planning and management from a variety of stakeholders and owners.

The Mandurah City Centre offers an enviable lifestyle with a relaxed beauty and incredible assets which presents an opportunity to leverage this lifestyle offering to accelerate other economic opportunities.

Elements of a Successful Mandurah City Centre

City Centre Precinct Plan

(Private Development)

Shops, Restaurants & Cafes

Offices & Commercial

Medium and High Density residential

+

Elements to make a successful city

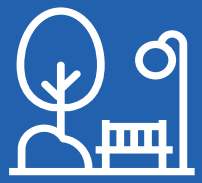
(Civic and Public)

Learning & Education

Arts & Culture

Civic & Administrative

Transport & Movement



Parks & Playgrounds

Events & Public Infrastructure

Master Plan Formulation

The first stage in the development of the City Centre Master Plan involved a review and analysis of a range of existing plans and strategies relevant to the City Centre.

Numerous plans have been prepared over the years and many of the recommendations made within these plans remain valid today.

Following this initial review, community engagement was undertaken to understand the thoughts, ideas and concerns held with regards to the future of the City Centre, to ensure the final Master Plan reflects what matters to the community.

For both the City Centre Master Plan and City Centre Parking Plan, the community were engaged through a variety of methods. A Community Values Survey, community pop-ups and business drop-in sessions, a series of community and business workshops and through face-to-face meetings with our business and landowner stakeholders. From this, we had over 1,000 people contribute their thoughts and ideas to the future vision for Mandurah's City Centre.

The outcomes of the engagement process have been used to inform and shape the recommendations made as part of this Master Plan and it should be read in conjunction with the Engagement Report.

Engagement Timeline

Engagement Outcomes

In reviewing the comments made within the Community Values Survey, three key themes emerged:

Activity: Always something to do

Where and when do we need activity, user needs, water-based activity and events to inform programming and relevant guidelines.

Character: Celebrate Mandurah's point of difference

Exploring how the high-level vision would translate into a spatial plan, the village heart concept, and the look and feel of the built form and public realm.

Movement: An accessible city

Drilling down into key issues raised during initial engagement, including circulation, wayfinding, path connections, modal conflicts, arrival experiences, precinct connections and designing Complete Streets, including gaps in the existing network

When asked If you could improve anything about the City Centre what would it be? You said...

"More interactive art that incorporates touch, sight, sound and can be changed and added to, to make ever growing art work Or interchangeable".

"More street lights and cameras especially in and around car parking areas. I also think that maybe have a couple of permanent stalls right on the foreshore selling things like ice cream and coffee."

"I would make it traffic free, have more art and music, stalls and we missed the inflatable water play area. Better street lighting especially Dudley park... but it's over all an amazing place to live ..."

"More public art and acknowledgment of Aboriginal heritage".

"Create an exciting entrance to the City along the road leading from the train station. Currently it is awful and visitors must be totally underwhelmed."

"It would be nice to have a pedestrian bridge connecting Stingray point to the War Memorial park"

"More live bands when the weather permits. Maybe a battle of the bands for new up and coming artists to gain experience.".

"Does all the time restricted parking in the City Centre include both weekends and public holidays? Some signs say they don't but others don't specify so I assume they are restricted 24 hours every day of the week? This needs to be clear."

"I have been a resident of Mandurah for 30 years. I am very happy with all of the improvements to Mandurah over the years. I think that people probably need to be made aware of the available car parking in the City Centre."

Recurring Ideas

Throughout the engagement process some thoughts and ideas reoccurred that were linked to crucial sites and topics of Mandurah's City Centre. It seems to be that those aspects are of high importance to the community and that there is a need for change in order to draw on the full potential of Mandurah's City Centre.

Activity

- Alfresco landscape on Mandurah Terrace well supported (provide more)
- Eastern Foreshore too busy and oversubscribed on the weekends
- Underutilised Western Foreshore with great potential (explore additional entertainment/ food)
- Activities and experiences to be family friendly and suitable for all age demographics
- Extended operating hours and night time activities should be encouraged
- Good branding of the "rainbow path"
- Marina is a hidden gem both for tourists and locals

Character

- The incorporation of water sensitive urban design and green spaces throughout the urban centre
- Wish for a strong presence and awareness of the estuary and the water through views and blue elements
- The meaningful integration of colour, iconic elements and public art with reference to Mandurah's identity
- The need for a welcoming arrival/ entry point and memorable gateways into the City Centre
- Recurring elements such as lighting or urban furniture that connects and unifies the different precincts
- Built form that is engaging on a human scale
- Celebrate and increase the visibility and education of aboriginal culture, art and history

Movement

- Desire for improved pedestrian environment along the waterfront (especially on Mandurah Terrace)
- The need to better utilise the City's existing large off-street car parks (Mewburn, Sutton Hall and Leslie Street)
- How Pinjarra Road forms a barrier to north- south pedestrian movement
- The need for a higher frequency/more obvious public transport connection between the City Centre and the train station
- The desire for additional walking/ cycling connections across the estuary
- The need for better public transport connections to surrounding suburbs

2. Context

In order to develop a future direction for the City Centre, it is important to understand how the City Centre has developed over time, the importance of the City Centre within the wider region, as well as the strengths, challenges and opportunities that are impacting on the City Centre now and into the future.

Historical Context

The first people of our region are the Bindjareb people of the Noongar nation. The Peel Inlet and the surrounding wetlands were intensively occupied because of the fresh water and food resources they provided. The coastal estuary area around the City Centre location, provided areas for hunting, gathering and fishing and due to the abundance of fish and prolonged periods of social interaction, was an important centre of communication.

Mandurah was originally called Mandjoogoordap by the Bindjareb people and was an important meeting place where Nyoongar people would come to share their harvest, bringing daadja (meet) and other goods to exchange and trade.

“Mandjoo is meeting place. Goordap is a place of our heart, it’s also the love of those around us, love of country and love of family or your other half” Elder George Walley, transcribed from 2023 ABC radio interview.

European settlement of the region was founded on the strength of its fishing and agricultural industries, which over time, gave way to industries relating to tourism and recreation.

Mandjar Bay was a focal point in the development of housing and businesses in early Mandurah, with the town centre situated at the mouth of the Peel Inlet where the waterway is at its narrowest.

Early access to Mandurah was via a coastal road, along the alignment of what is now Mandurah Terrace, and a ferry crossing across the estuary, until a new inland road which ran through nearby Pinjarra was built in 1876 which improved means of transportation. In 1894 the first estuary bridge was constructed, replacing the previous ferry service, and the town grew around this node, supported by a traditional grid of key connecter streets that provided for ease of access to the eastern foreshore.

Mandurah continued to expand slowly over the years and at the turn of the twentieth century it began to emerge as a tourist town, with fishing and crabbing its major attraction.

From the 1970s, Mandurah began to grow rapidly and, until recently, was one of Australia's fasted growing cities, having experienced more than half a century of phenomenal growth.

In 1999, the State Government and the City of Mandurah partnered to deliver the Mandurah Ocean Marina. The Mandurah Ocean Marina, a multi-award winning development with world class marina facilities, was created providing an additional retail, entertainment and residential offering in the City Centre.

The establishment of the district retail centres in Lakelands and Halls Head, along with the expansion of Mandurah Forum, has over time diluted the retail importance of the City Centre. The City Centre does however, remain a strong cultural, social and tourism focal point for Mandurah with many events and activations occurring along the foreshore throughout the year.

Much of Mandurah's growth has occurred in a linear strip between the estuary and the coastline. With only limited undeveloped areas still remaining, future growth will be largely accommodated through infill development within central Mandurah. With the waterfront at its doorstep, this apartment style residential development within the City Centre offers a unique lifestyle opportunity.

1975 Highlights

- Street grid pattern of streets
- Narrow and connected Muddy Creek and Administration Bay
- Street trees in Tuckey Street
- Two central supermarkets prior to the Mandurah Forum
- Brighton Hotel and Peninsula Hotel popular retail outlets
- Leighton Road connects to Old Coast Road
- Sutton Farm in existence
- Mandurah Bridge is the only connection via road to Bunbury and the South West from Perth without travelling via Pinjarra and South West Highway
- Peninsula Caravan Park

1985 Highlights

- Red brick paving on footpaths and Smart Street Mall
- Sholl Street traffic moved to Sutton Street and Sutton Street north disconnected
- Divided roads in Pinjarra Road, Mandurah Terrace and Sutton Street south
- Further residential units
- Incremental commercial development on Sutton Street and Pinjarra Road
- Eastern Foreshore planning works underway including path networks, tree planting and playground
- Administration Bay reshaped

1995 Highlights

- Red brick paving on footpaths and Smart Street Mall
- Sholl Street traffic moved to Sutton Street and Sutton Street north disconnected
- Divided roads in Pinjarra Road, Mandurah Terrace and Sutton Street south
- Further residential units
- Incremental commercial development on Sutton Street and Pinjarra Road
- Eastern Foreshore planning works underway including path networks, tree planting and playground
- Administration Bay reshaped

2005 Highlights

- Mandurah Performing Arts Centre, cinemas and boardwalk precinct developed
- Eastern Foreshore works completed
- Sutton / Gibson Street planning changes proposed
- Mandurah Ocean Marina substantially commenced
- Revitalisation Strategy commenced including:
  - Planning for a replacement bridge
  - Sutton Street Northern extension
  - Replacement for the Eastern Foreshore Seawall
  - Upgrades to streetscapes and undergrounding power (Mandurah Terrace, Sholl Street, Gibson Street and Tuckey Street)

2019 Highlights

- Sutton Street Extension completed
- Redevelopment of Peninsula Hotel and Brighton Apartments completed
- Mandurah Ocean Marina residential and commercial developments completed
- Eastern Foreshore seawall replacement and realignment
- Mandurah Bridge replacement completed
- Mandjar Bay upgrade

2023 Highlights

- Western Foreshore Recreation Node completed
- Eastern Foreshore South upgrade
- Planning for Eastern Foreshore North and Central progressing
- Western Foreshore commercial site planning progressing
- Smart Street Mall upgrade

The historical context and the delivery of public infrastructure works over an extended period of time, demonstrates the City's continued investment or to seek funding into public infrastructure and spaces in order to provide for an active and accessible City Centre.

Strategic Centre Context

Mandurah is identified as a Strategic Centre in State planning documents such as Perth and Peel @ 3.5 million and State Planning Policy 4.2 – Activity Centres.

The geographic area of the 'strategic centre' is broader than the City Centre Master Plan area, however it is important that the City Centre's position in this broader strategic centre is recognised.

The South Metropolitan Peel Sub-Regional Planning Framework describes Mandurah's Strategic Centre as follows:

> *'Mandurah is the focal point for population, commercial and retail activity in the Peel sector. The activity centre is enhanced by the natural attractions of the Mandurah foreshore and waterways. The centre will remain the focal area for retail and commercial development as well as tertiary education in the sector. Continued diversification into tourism industries will provide agglomeration benefits for other employment sectors such as accommodation and food services, arts and recreation services, tourism, education and service industry.'*
>
> *Access to this location for both tourists and local workers in the region is important. Transit corridors connecting the city centre with the Mandurah station, the surrounding urban catchment and other key centres including Pinjarra and Ravenswood are proposed and essential. Consolidation of non-residential activities in the city centre is necessary to enable more-effective public transport services.*

Largely, the planning framework for the Master Plan area is zoned 'Strategic Centre' in Local Planning Scheme No 12. This zone requires a Precinct Structure Plan to manage the development outcomes for the precinct.

The Context Plan as shown on Plan 4 outlines the Strategic Centre key precincts that include the City Centre, Mandurah Ocean Marina, Mandurah Train Station, and Mandurah Forum, together with all the connections in between these precincts to link them together.

This Precinct Structure Plan will continue to evolve and be subject to continual improvement, as one of the mechanisms used to implement the recommendations of the City Centre Master Plan.

Plan 5: Strategic Centre Precinct Structure Plan Context Plan

Urban Form

- City Centre
- Mixed Use Precinct
- Mixed Use Corridor
- Local Centre (Existing and Potential)
- Medium Density Residential
- Residential Density Subject to Review
- Service Commercial
- Marina Service Area

Public Spaces

- Regional Open Space
- Local Open Space
- Public Infrastructure

Transport Network

- Major Road (City Entrance Roads)
- District Integrator (City Connectors)
- Neighbourhood Connectors
- Access to be Provided
- 'Green' Streets (Active Transport Connectors)
- Street Transit
- Traffic Signals
- Key Public Parking Nodes
- Walkable Catchment to Transit & Centres

Precinct Structure Plan Boundary

Details shown on the Precinct Structure Plan that are outside the Structure Plan boundary are indicative only.

0 120 240m

10 May 2023 | 18/5255/002B

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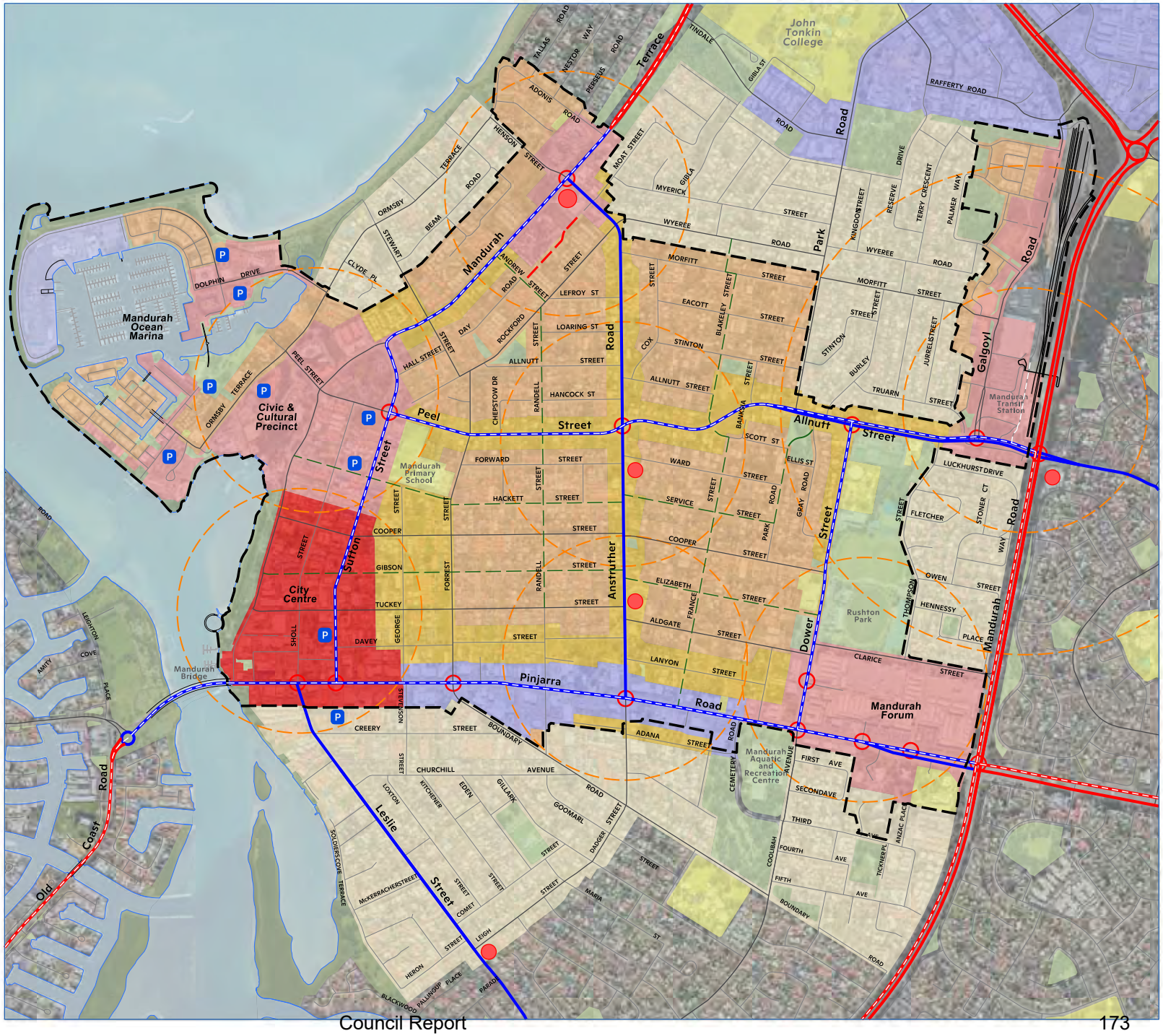
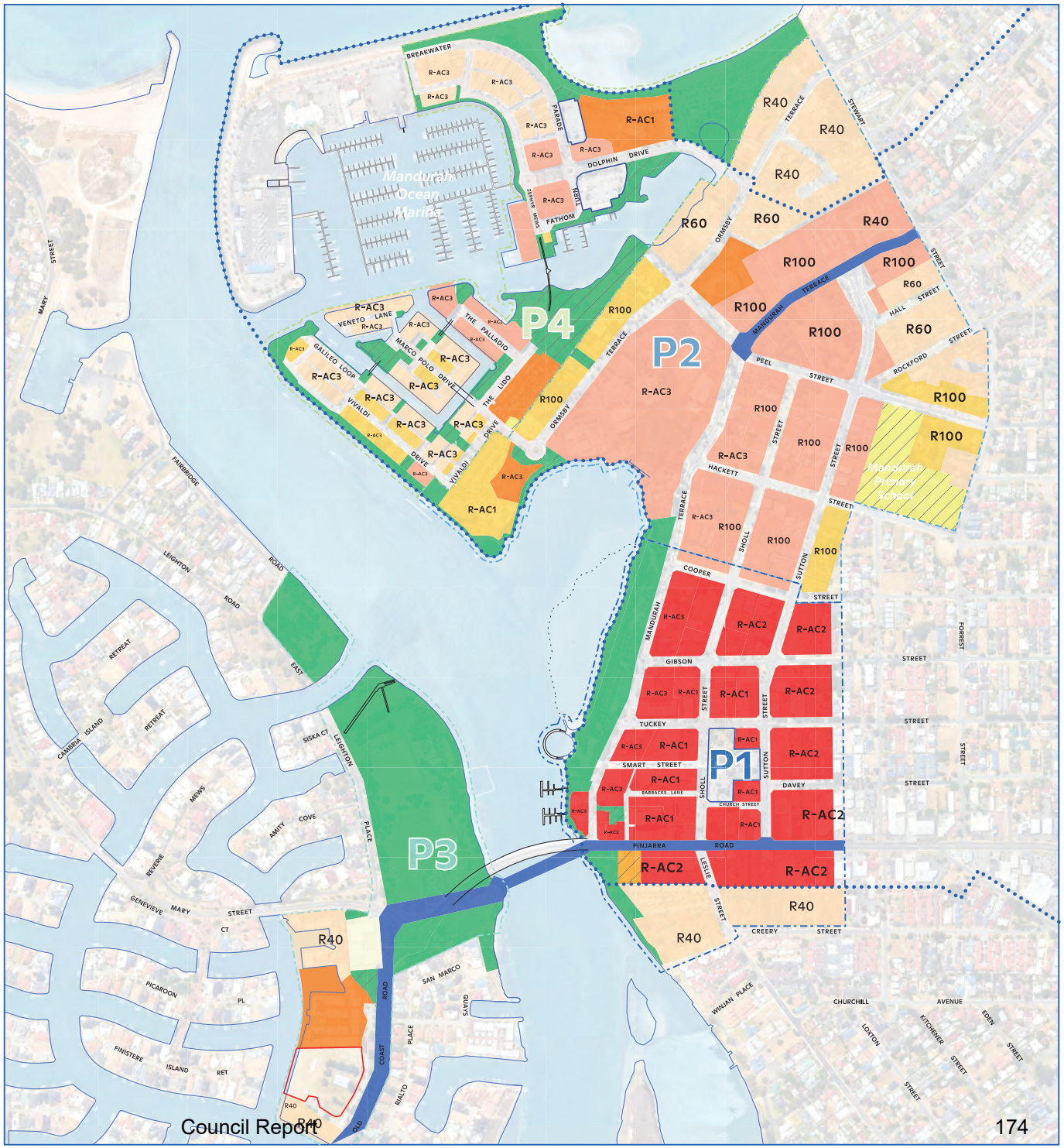


Plan 6: Zoning and Land Use

- Regional Open Space
- Other Regional Road
- Public Open Space
- Civic and Community
- Public Purposes
- City Centre
- Local Centre
- Commercial Mixed Use
- Residential Mixed Use
- Residential
- Tourism
- Special Use: Heritage
- Not Zoned
- **R80** Residential Density Code
- Strategic Centre Precinct Structure Plan Boundary
- P1 Master Plan Precinct Boundary

Plan is an amalgamation of Local Planning Scheme No 12 and the draft Mandurah Strategic Centre Precinct Structure Plan (which encompasses existing Precinct Plans)



CITY OF MANDURAH

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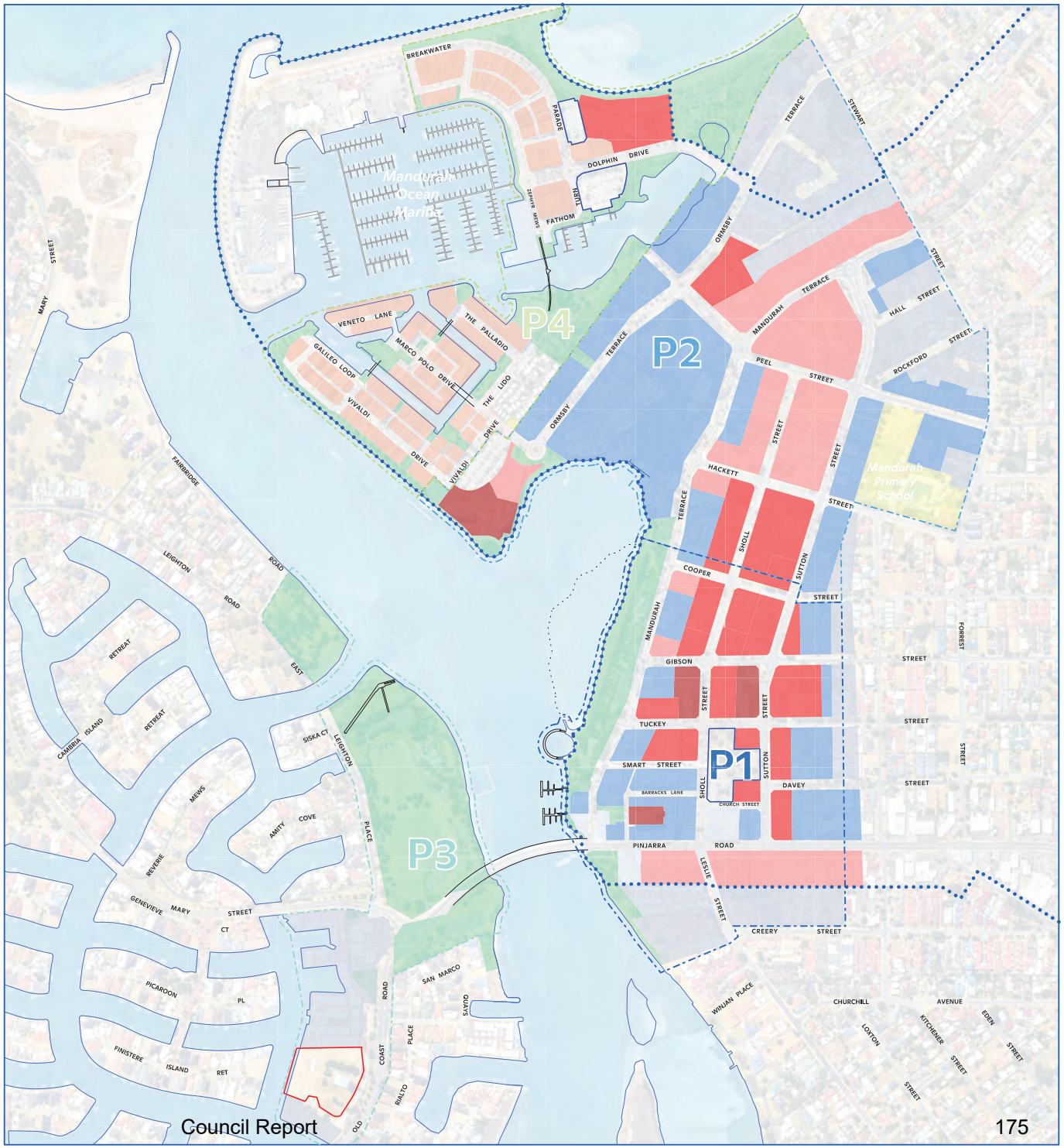
Plan 7: Building Height

- 45 metres (12 Storeys)
- 32 metres (8 Storeys)
- 24 metres (6 Storeys)
- 21 metres (5 Storeys)
- 3 Storeys + Loft in Roof Space
- 12 metres (3 Storeys)

- Special Use: Heritage
- Not Zoned: No Height Allocation

- Strategic Centre Precinct Structure Plan Boundary
- P1 Master Plan Precinct Boundary



Plan is an amalgamation of Local Planning Scheme No 12 and the draft Mandurah Strategic Centre Precinct Structure Plan (which encompasses existing Precinct Plans)

CITY OF MANDURAH

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Economic Development Aspirations

Arising from the preparation of an Economic Development Strategy and extensive research undertaken about Mandurah's competitive advantage, and number of opportunities have been identified, many which have a direct correlation with the City Centre Master Plan area:

OPPORTUNITY 1:

Capitalise on Mandurah's lifestyle offering.

Mandurah offers highly appealing lifestyle opportunities, combining proximity to the coast and waterways, open and green spaces, and relatively affordable living. Mandurah can leverage its lifestyle offering to accelerate other economic opportunities – such as attracting a larger white-collar workforce – but this will require investment in enabling infrastructure.

OPPORTUNITY 2:

Develop Mandurah into a world class hospitality precinct.

The hospitality sector is often viewed as a stepping-stone to a career rather than a career in itself. This creates a transient national hospitality workforce, resulting in skills and labour shortages. Mandurah has an opportunity to build a hub of world class training and education providers, leveraging its existing workforce and tourism assets to train locally as well as coordinating learning and skills development across the Peel and South West regions.

OPPORTUNITY 6:

Innovative social interventions to support Mandurah's structurally unemployed.

There is an opportunity to attract State, Commonwealth and/or private funding to trial innovative social intervention programs aimed at supporting these individuals. This could be led by the private sector; or by the State Government, by bringing together relevant agencies to develop a cross-agency solution that is fit-for-purpose for Mandurah's social challenges; and thereby developing a model to deploy in other low socio-economic regions of the State.

OPPORTUNITY 8:

Increase the base of professional workers in Mandurah.

The Peel region currently hosts several government agencies and institutions at both Local, State and Commonwealth level. An opportunity exists to initially co-locate public sector staff in the region in a central precinct. This would help revitalise the Mandurah City Centre and complement existing investment in the City Centre. Importantly, the availability of high quality commercial premises could also serve to attract the private sector to locate offices in the region.

Within the Strategic Community Plan, Council has made the following commitments regarding economic development:

- **Promote and foster business investment aimed at stimulating economic growth.**
  Private investment is a key component of growth and many assets in Mandurah require renewal. The City should provide an investment friendly environment and champion investment opportunities to achieve this objective.

- **Facilitate and advocate for sustainable local job creation and industry diversification.**
  Eliminating the gap between the Mandurah and WA unemployment rate will require doubling the rate of job growth over the next 10 years. This leads to approximately 3,400 more jobs to be created in different industries, with a focus on increasing the proportion of higher income jobs.

- **Actively partner and engage with business and industry to build Mandurah's entrepreneurial capacity and capability.** Competitive, and productive businesses create jobs. Residents fill approximately 70% of employment within Mandurah. This highlights the critical role local business plays in creating a vibrant community.

- **Advocate for and facilitate opportunities for improved pathways to education and learning outcomes in Mandurah.** Human capital is a key driver of long term rates of growth. It serves to attract investment to an area, Mandurah's residents are limited by the training options available in the City and surrounding region. The City should focus on enhancing local opportunities and support social infrastructure to improve the training, skill development and qualifications of its residents.

- **Leverage partnerships with key stakeholders to achieve improved economic outcomes with due consideration to environmental impacts.** Delivering community aspirations for Mandurah's economy cannot be delivered by the City of Mandurah alone. Greater cross Government coordination and stakeholder engagement is essential to improve economic outcomes whilst ensuring Mandurah's natural environment is maintained and enhanced.

Delivering these outcomes for Mandurah's future development will require the creation of approx. 3,500 new jobs over and above current projections. Analysis commissioned by the City indicates that successful realisation of projects under each of the opportunities would lift levels of growth of Mandurah's economy, and, on balance, contribute to eliminating levels of disadvantage. Estimates indicate that Mandurah's Gross Regional Product would need to increase by around $500m over the course of the next decade, over and above the standard rate of growth. This will involve the careful prioritisation of City resources.

In the period to 2033, the creation of an additional 3,500 full time employees (FTE) within the Mandurah economy is ambitious, but possible. Under a conservative assumption that 50% of the new FTE's created are filled by Mandurah residents, the additional 1,750, roles would significantly support the reduction in structural unemployment.

The City's ambition requires significant growth within key sectors as shown on Figure 1:

- Aged care and Health: +1,100 FTE (+31%)
- Recreation and hospitalities: +520 FTE (+33%)
- Business services: +500 FTE (+26%)

In translating this to new development, this equates to approximately 10,000 square metres of office space (on a basis of 30 square metres per employee) and 15,000 square metres of retail and hospitality space (based on 35 square metres per employee) (Reference SGS Economics and Planning, Retail and Other Employment Floorspace Assessment, November 2017)

The current planning framework, together with the opportunities for new development outlined in Plan 8 accommodate these outcomes, however further development being progressed will require the City to be proactive in the commitments outlined in to be Strategic Community Plan.

Our aspirations

Realising community aspirations means focussing on opportunities that play to Mandurah's strengths

Figure: Incremental employment added by industry, 2032-33 (FTE)

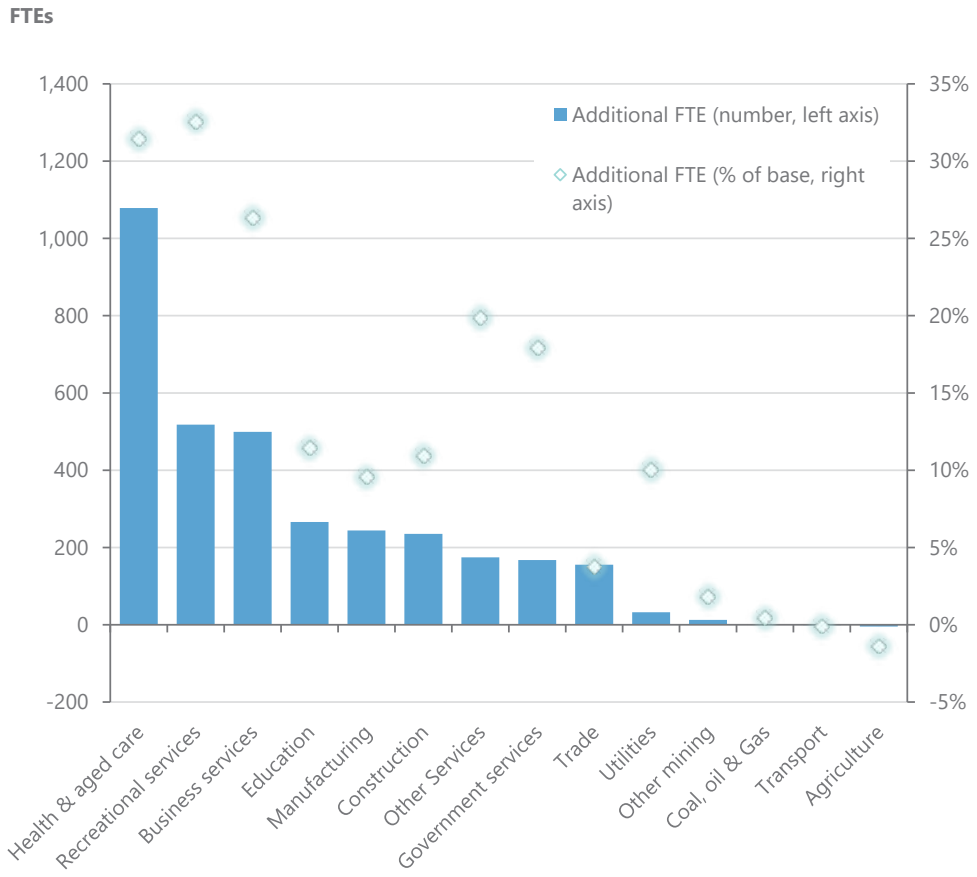
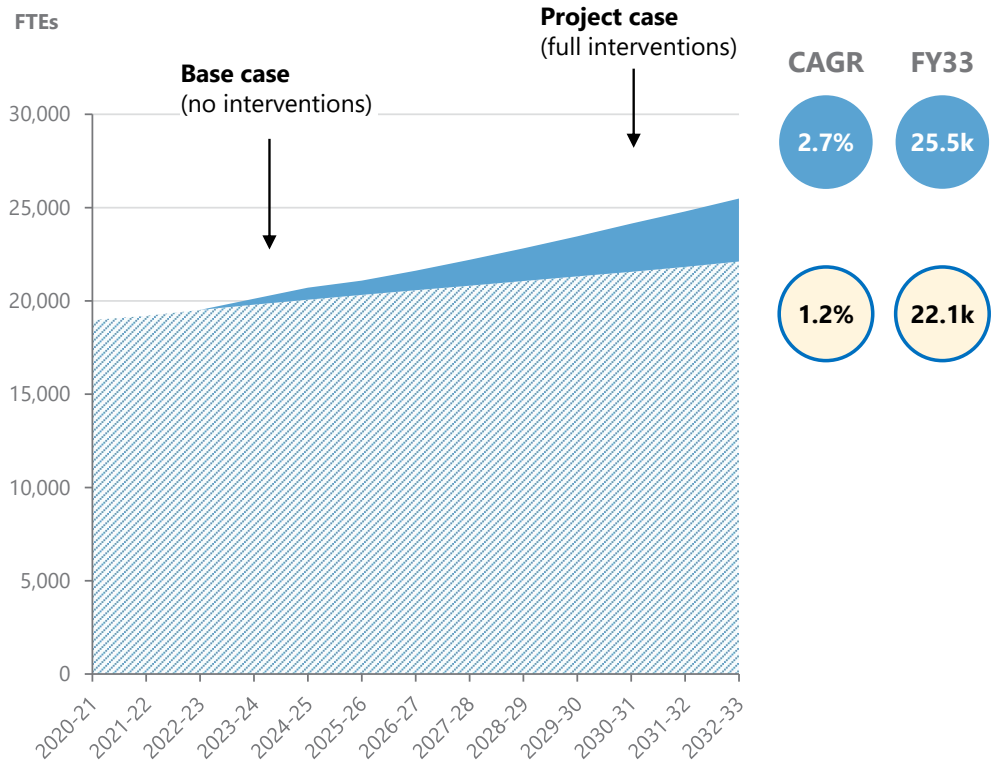


Figure: Mandurah FTE Employment added (working in Mandurah)



CAGR: Compound Annual Growth Rates

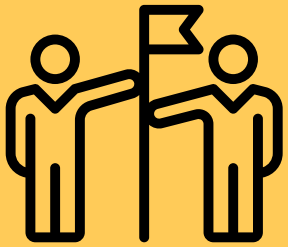
FY33: Financial Year 2032/33

Full Interventions Outcomes

Base Case with No Interventions.

Strengths, Challenges and Opportunities

The development of the City Centre has a number of challenges and opportunities – often many of these overlap, with some competing with each other



CHALLENGES

Multiple public spaces

Disengaged landowners

Spread out activity

Marina disconnected

Gateways and wayfinding

Multiple forms of public infrastructure

Size and scale of the city

OPPORTUNITIES

Multiple public spaces

Engaged landowners

Multiple activity nodes

Small niche business enterprise

Education

Residential

Focus of community infrastructure

Precinct 1 - City Centre Core

The City Centre Core incorporates the central commercial, dining and entertainment precinct. This precinct is the historic heart of the City Centre and the Eastern Foreshore and access to the waterfront are key attractors to the City Centre.

Strengths:

- World class waterfront location
- High place value of Mandurah Terrace and the alfresco dining landscape

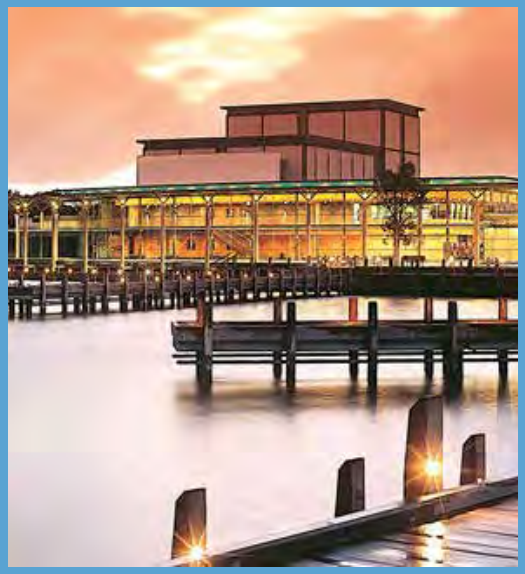
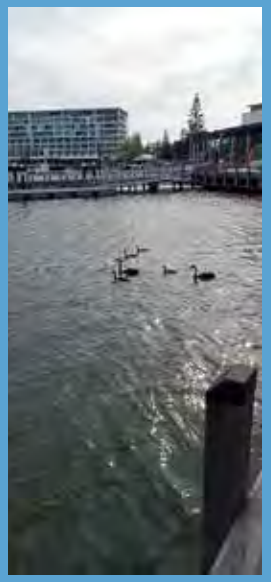
Challenges:

- Night-time activation
- Perception around safety
- Tired and ageing buildings
- Shop and commercial vacancies
- Concentration of activity along Mandurah Terrace, limited depth to activity in the City Centre
- Pinjarra Road being a barrier to pedestrian movement

Opportunities:

- Build upon the heritage and culture of the City Centre to create an enhanced visitor experience
- Mewburn Site and George Robinson Gardens focus for events and parking in the short term, and redevelopment in the long term
- Activity anchor south of Pinjarra Road such as Mandurah Museum Precinct

Precinct 2 - City Centre North

The City Centre North precinct incorporates Mandurah's boardwalk, cultural and civic sub-precincts. This precinct serves as a primary entrance point to the City Centre from the north and east and serves as the connection between the City Centre core and the marina.

Strengths:

- Boating access
- Strong character
- Direct water access
- Regionally significant community facilities and activities
- Developed residential and mixed use development.
- Newly developed office precinct at the northern end of Sutton Street

Challenges:

- Underutilised green space at Administration Bay
- Existing buildings back on to the waterfront
- Streetscapes that are not conducive to pedestrian activity
- Dwelling stock is aging

Opportunities:

- Reshape the built form and public spaces in the Civic Precinct
- Use of City owned sites to progress new mixed use and residential development

Precinct 3 - Western Foreshore Precinct

The Western Foreshore Precinct has undergone significant transformation with the delivery of a destination level skate park, recreation precinct, play space and foreshore facilities, which together have created an iconic foreshore for people to meet, play and rest.

Strengths:

- Destination level skate park and play space
- Access to the waterfront
- Large event space
- Location of key built heritage assets

Challenges:

- Close proximity to residential properties/noise sensitive land uses.

Opportunities:

- Redevelopment of the commercial lease site to build upon increased levels of visitation created by upgrades to the foreshore
- Additional activation of the event space
- Reuse and redevelopment of heritage site at Sutton Farm
- Improved cyclist and pedestrian connections between each of the activities within the precinct

Precinct 4 - Marina Commercial and Residential

The Mandurah Ocean Marina precinct is an aquatic playground incorporating the city's Town Beach, marina and a mix of waterfront market stalls, shops, cafes and restaurants.

Strengths:

- Modern facilities for both professional and recreation boating enthusiasts
- Protected beach
- Waterside dining

Challenges:

- Disconnected from the City Centre
- Pedestrian connection to the Town Beach

Opportunities:

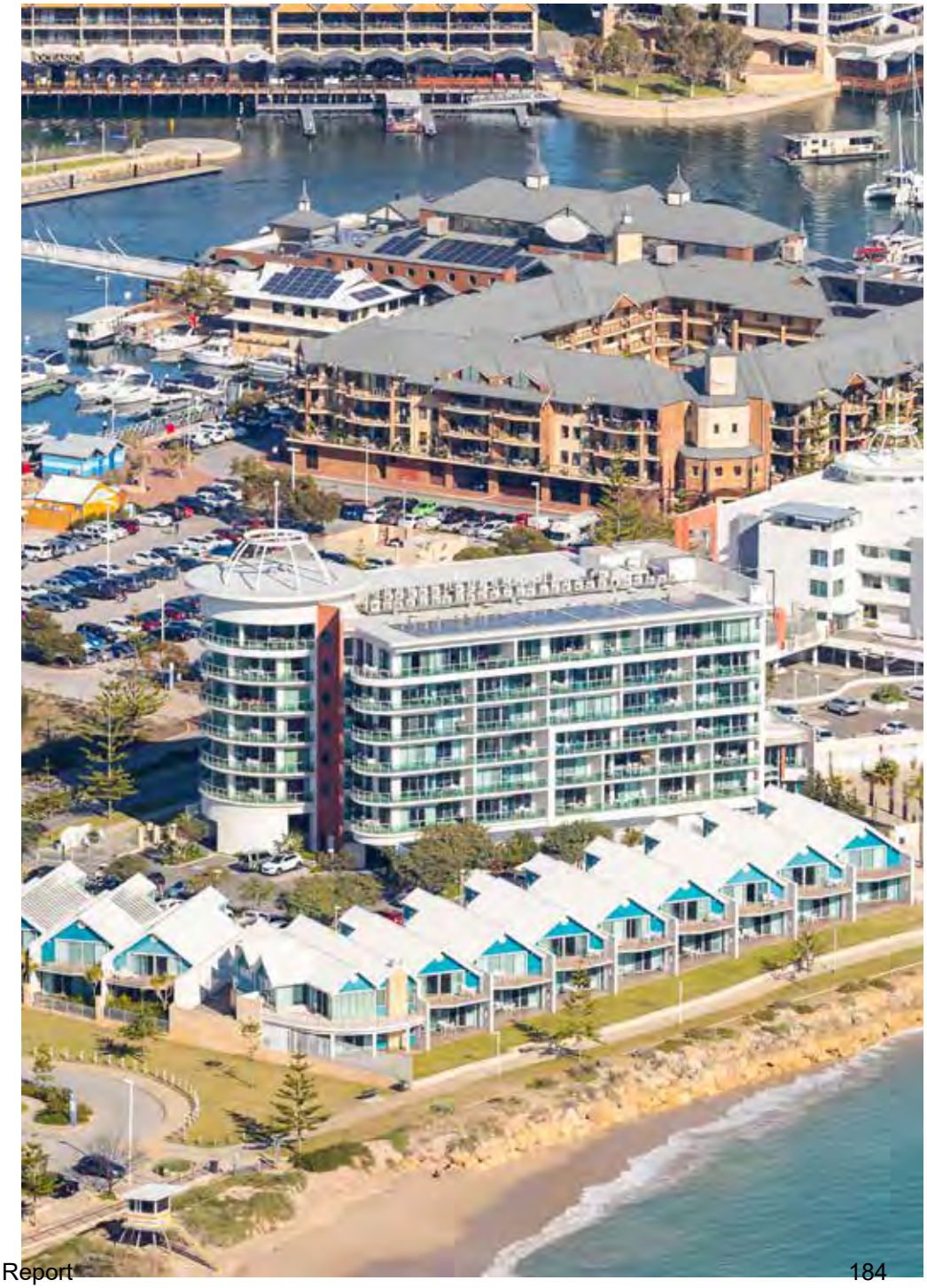
- Beach front development opportunities
- Reinforce Town Beach as a regional beach
- Promote Mandurah as a boating destination

Land Tenure and Land Ownership

In preparing the Master Plan and considering the context, the land ownership and land tenure will have an impact on the successful delivery of key outcomes, particularly for new development. Plan 5 provides an overview of various categories of landownership and land tenure in the Master Plan area.

The Plan shows the following elements:

- Land owned or managed (excluding recreation reserves) by the City of Mandurah comprises 12 hectares;
- Land that forms recreation or education reserves has a total of 27 hectares;.
- 30 hectares within strata ownership meaning any new development for these sites is unlikely;
- 6 hectares of vacant land, presenting opportunities for short term improvement, but also redevelopment opportunities;



Plan 8: Land Tenure and Land Ownership

City of Mandurah: Freehold

City of Mandurah: Crown Grant in Trust

City of Mandurah: Crown Reserve
(Where Management Order is Not Public Recreation)

Private Ownership: Vacant

Private Ownership: Strata

Private Ownership: Heritage (State and Local)

Crown Reserve: Recreation

Crown Reserve: Education

Total Area (All Precincts)	115.19ha	
City of Mandurah: Freehold	5.35ha	
City of Mandurah: Crown Grant in Trust	0.92ha	
City of Mandurah: Crown Reserve (Not Public Rec)	6.62ha	
Sub Total	12.89ha	11%
Private Ownership: Vacant	6.65ha	6%
Private Ownership: Strata	29.90ha	26%
Private Ownership: Heritage	3.04ha	3%
Crown Reserve for Recreation & Education	26.90ha	24%
Remaining	36.52ha	30%

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3. **Activity:** Always something to do

The Activity theme relates to a desire to enhance the location that inclusively invites people to work, live, learn and play in the City Centre.

Throughout the community engagement process, the desire for the City Centre to be a place where there is 'always something to do' and 'activities for all ages' were expressed.

This theme explores what types of activities and land uses that are desirable within the City Centre, where and when activation is needed, and what infrastructure is required to support these activities.

What We Have

- **Retail**

Within the City Centre, the retail sector has been struggling primarily due to the oversupply of convenience retail in Mandurah in suburban shopping centres, a move to 'large format' retail that is often located at out-of-town locations and a preference for online shopping. However street based retail is considered a key attractor for the City Centre.

Marketing the attractiveness of retail is important, together with a focus on targeting a range of convenience shopping that compliments the suburban centres and supports residential development.

Importantly, providing a retail offering that is based on unique local offerings should be the target – this requires careful management and curation of matching tenants to existing tenancies. This would position the City Centre as different from the offering available at suburban shopping centres.

- **Residential, Commercial and Community Infrastructure**

Land uses and developments that employ and attract high numbers of people have the potential to activate the City Centre.

Such uses should include medium to high density residential, retail, civic and community facilities, educational and cultural facilities, cafes, restaurants, hotels, offices and other intensive employment uses.

The City Centre currently has limited high and medium density residential opportunities other than those in the Mandurah Ocean Marina and the Brighton apartments.

Further, office-based jobs are limited and based on older stock or slightly newer, smaller locations for small business enterprises in a dispersed manner across the Master Plan area.

Further growth in these core activities has localised and regional significance, as it ensures existing areas are further developed in a consolidated manner.

Key Principles

The following key principles relating to activity form the basis for new plans, projects and strategies to achieve a successful City Centre:

Focus regional functions of employment, events, tourist accommodation, community infrastructure, education, and high density residential within the City Centre.

Acknowledge Mandurah's current convenience retail floorspace supply through targeted leisure-based retail and food and beverage offerings to ensure that the City Centre is distinct and different from regional and district shopping centres.

Acknowledge a shared approach between the City of Mandurah, land owners, business owners and community to place management outcomes for the City Centre.

Ensure the City Centre provides activity throughout the day and night for workers, tourists, the broader community and local residents to provide an active and safe environment by investing in activities and experience that reinforce a family friendly, relaxed holiday feel.

Activity Outcome 1:
Facilitate Catalyst Investment Opportunities

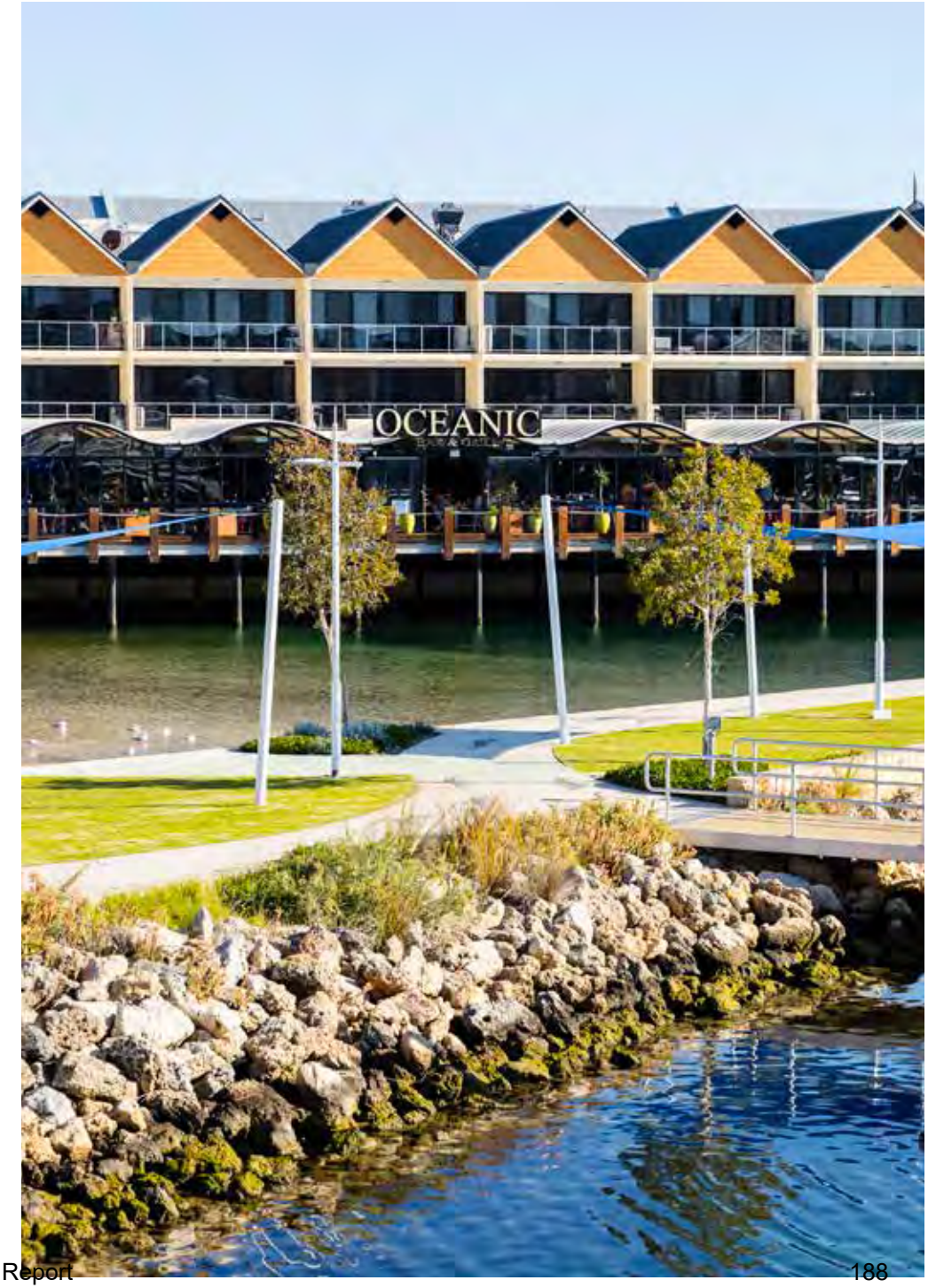
Business cases and opportunities to explore developments such as the following should be accommodated in the City Centre.

The City's land ownership provides a number of leverage opportunities through public private partnerships that can support development objectives. Further, identifying opportunities for private landowners may enable for the key following activities:

- **High quality Hospitality Training centre**
  Develop hospitality capabilities to deliver training and education in a range of high-end and emerging hospitality skill sets.

- **Office Space Development**
  Pursue continued growth and demand for quality office space in existing and future city development planning, including exploring barriers and interventions that are constraining investment and ensuring that the planning framework identifies the City Centre as the core location for future office development to provide an agglomeration of activity.

- **Regional Skills Incentives**
  Provide incentives to encourage business in growing industries to establish offices in Mandurah by using the region's competitive advantages and targeting specific industries to support Mandurah's population.



- **Waterways Centre of Excellence**
  A centralised innovation hub celebrating the Peel-Harvey Estuary and coastal environments that could include water science research, offices, and eco-tourism attractions.

- **Student Accommodation**
  Development of cost-effective student accommodation to grow and support new education and training industry opportunities.

- **Key Worker Accommodation**
  Development of low cost, short stay accommodation to support the hospitality and other seasonal opportunities for Mandurah.

- **Food and Beverage Offerings**
  Support a collection and mix of high-end restaurants together with small bars and unique establishments, to promote Mandurah as a 'foodie' destination.

- **Short Stay Accommodation and Tourism Development**
  Exploring investment incentives and address barriers to encourage increased investment in short stay accommodation, particularly in Precinct 1 and 4 where development sites for tourism development remain undeveloped together with smaller format and niche forms of accommodation.

- **Increase residential population within the City Centre**
  Residential living in city centres support economic growth by creating more demand for local businesses and services to be concentrated together with supporting medium density in the broader Strategic Centre areas. Residential living can help create vibrant communities, a sense of community and foster a more diverse and interesting urban environment.

Whilst the demand for high end apartment living has been provided for in the Mandurah Ocean Marina and surrounding areas, there has been significant time since these have been developed.

The planning framework supports increased residential development however there is a need to further explore barriers and impediments to further opportunities. There is a need to investigate planning and environmental regulation relating to noise controls in entertainment precincts to ensure the regulatory environment can improve noise provisions for mixed use city centre development outcomes.

Activity Outcome 2:
Plan and deliver strategic community infrastructure within the City Centre to service the broader community

To support the needs of the wider community and reinforce the importance of the City Centre, regional level and city-wide community infrastructure should be located in the City Centre which includes the following key outcomes and actions:

- **Central Library and Learning Facility**
  The development of a Central Mandurah Library provides many opportunities to service the wider community as a key anchor of the Civic Precinct. There is a need to develop an infrastructure analysis and business case to demonstrate the need and demand and consider concept design to seek further advocacy and funding opportunities.

- **Tertiary and Higher Education**
  Students within the City Centre environment, together with office workers have the potential to significantly increase the daytime and night time activity and residential population in the City Centre. Whilst the key universities in Perth are unlikely to relocate, opportunities for privately operated or new providers may emerge over time, or as a supporting campus for Perth based providers.

  Consistent with the South Metropolitan and Peel Sub Regional Planning framework, any further development of tertiary education in the region should be located in the City Centre.

- **Mandurah Performing Arts Centre Upgrade**
  The Mandurah Performing Arts Centre is one of the most significant buildings in the City Centre and is a successful centre. However the building is now over 25 years old, its form and function should be reviewed in the context of its regional importance.

- **Key Community Infrastructure**
  The Mandurah Seniors, Mandurah Museum and Art Studios (CASM) are in the City Centre providing important infrastructure for the cultural and community development in Mandurah.

  The Project Area Plans identify potential improvements to the precincts that these assets are located, and in conjunction with the built form and precinct improvements, prior to further development of these precincts, business case and concept plans will be required to determine their needs and locations. Reviews should also consider minimum service need and potential alignment with existing facilities and locations.

- **City Administration and Council Chambers**
  Provide certainty to the future of the location of the City's Administration and Council Chambers within the Civic Centre Precinct and provide supporting community opportunities in this precinct.

Activity Outcome 3:
Grow and promote a strong and distinctive place identity for the City Centre

The City Centre largely competes with existing shopping centres for promotion and marketing. Using a Town Centre Management Model, marketing, promotion, and branding is also required to highlight the many opportunities and events. Without this, each business and tenant have restricted potential to promote and market the location.

- **Prepare and Promote a strong and distinctive Brand Identity**
  Promoting the City Centre to residents requires a combination of strategies that encourage exploration, community engagement, and local pride. By highlighting the unique cultural and historical assets of the City Centre, fostering community events, encouraging local shopping, improving public spaces, and using social media and online platforms, the City and the businesses can promote the location as a collective.

  This may result in a brand outcome that can be applied to infrastructure, promotion and signage that compliments the City's corporate brand, but distinct for the place.

- **Diversify and expand trading hours for business**
  Leisure, recreation, and dining opportunities are popular and active during the day but decrease in the evening. The investment in opportunities that support the evening economy to accommodate and encourage an extension of trading hours, particularly past 3pm should be explored. This may include facilitation through the planning framework, approvals functions for new business, public and events spaces and promotion, together with continuing with the City Centre Place Manager role to explore unique opportunities and support business to succeed.

- **Promote High Quality Alfresco Experiences**
  Together with providing quality food and beverage, community engagement feedback encouraged improved alfresco experiences, particularly along Mandurah Terrace including suggestions to limit parking in front of alfresco dining and improve the pedestrian access.

  The Place Design Guides seeks to promote alfresco seating spilling out into the public realm, balancing the expectations of businesses with those of the general public in terms of accessibility, openness and design quality together with 8 key guidance outcomes. These include encouraging businesses to re-purpose adjacent on street parking for alfresco space. Updates and refinements to the existing Alfresco Dining and Outdoor Trading Guidelines will be prepared to reflect these outcomes.

- **Events Program**
  The City's and community lead events are a key attractor in the City Centre. It is considered critical to a successful City Centre to continue to facilitate an annual events program that celebrates and strengthens local pride and identity, centring around the following themes:

  – Connection to country
  – Water and marine
  – Arts and Culture (live music)
  – Sport and Recreation
  – Health and wellbeing

Activity Outcome 4:
Activate and Promote Public Spaces

There are numerous public spaces within the City Centre, many of which are currently underutilised.

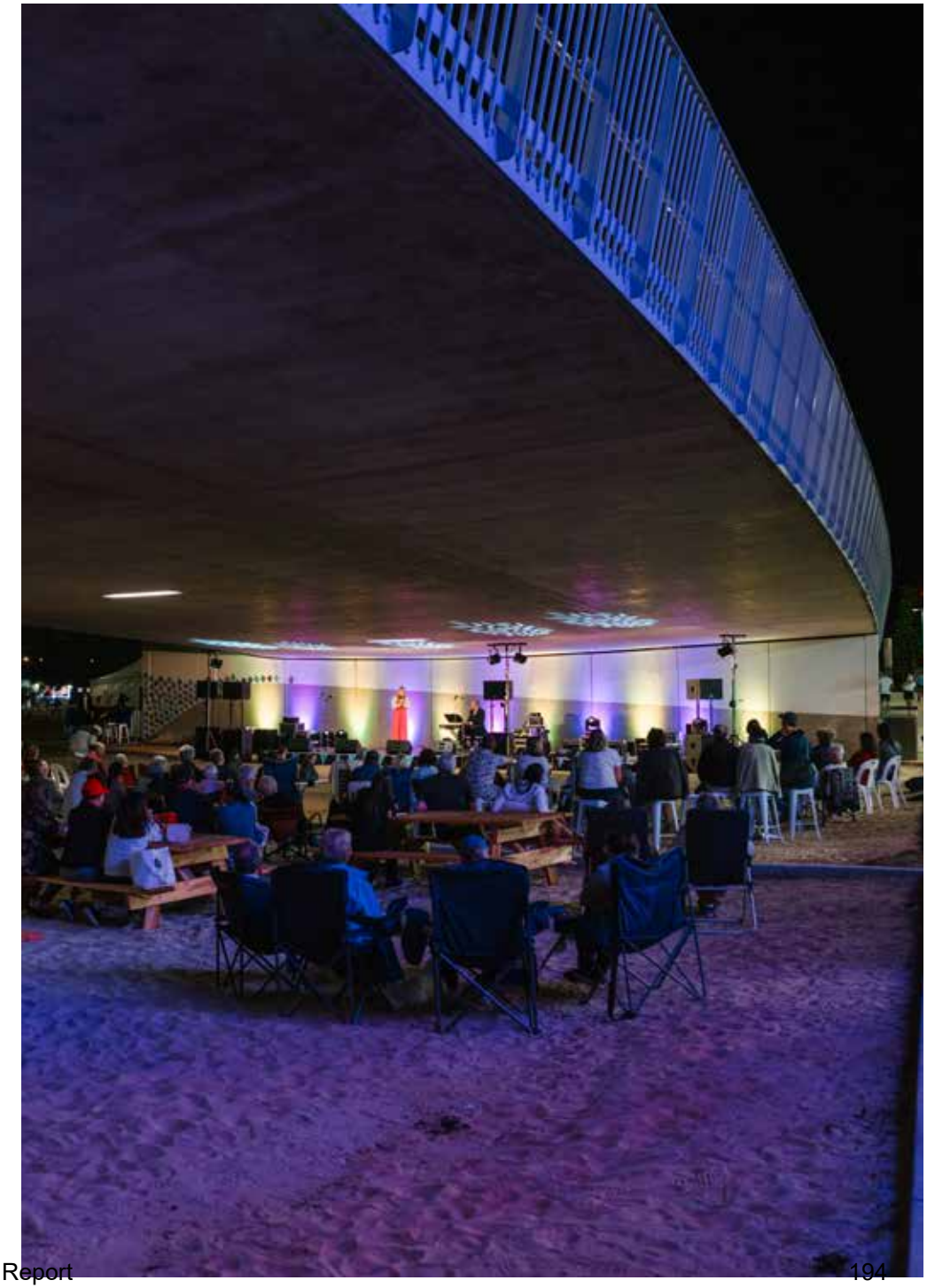
The Eastern Foreshore is a significant attractor and is a key area of public open space enjoyed by the entire community. There was strong sentiment through the engagement process that this space is currently oversubscribed with activities leaving little opportunity for passive enjoyment of the space.

The promotion of other spaces creates depth to the City Centre, better access to car parking and creates activation of streets.

Key outcomes include:

- **Small Scale Event Spaces**
  The George Robinson Gardens is a key 'town square' away from the foreshore, it can host events and community activity that are separated from the weather elements experienced on the Eastern Foreshore. However its design and landscape quality and adjoining built form (Mewburn Centre and public toilets) requires improvement as a space to move through, rest and relax and host small scale pop up and market events.

  Opportunities to activate the grounds at the Christ Church, Smart Street, Zephyr Mews and within Mandjar Square should also be explored. This may by via the creation of event guidelines that enable quick and easy set up and approval process, with a focus on the foreshore and water based activities.



- **Western Foreshore**
  The Western Foreshore forms a key part of the Master Plan area being a significant recreation and event space, with a commercial development opportunity identified and planned via the Foreshore Focus 2020 Master Plan and the Mandurah Waterfront project.

  In recent times, substantial upgrades to the play space and skate park have been completed and the balance of the site requires further improvements such as parking, path connections, event layouts and completing the commercial development. The pedestrian and cyclist paths between this precinct and Precinct 1, facilitated via the Mandurah Bridge are key to both sides of the water being connected.

- **Water Based Infrastructure and Activity**
  Continue to invest in infrastructure upgrades to enable people to interact with and move around the foreshore (with a strong experiential focus), for example protrusions into the water at different levels such as boardwalks, viewing and seating areas, jetty infrastructure, and floating platforms as a continuation of the recently completed Waterfront Project. Elements such as landscaping, and event spaces (where relevant) should be identified.

  Locations identified include Stingray Point, Soldiers Cove, Western Foreshore South (including under the bridge) and Town Beach. These commitments further provide opportunities for private investment that encourage a diverse range of water-based amenities on the foreshore such as kayaking and canoes, paddleboats, inflatable water parks, tour operators, hospitality opportunities and waterside entertainment.

4. **Character:** Celebrate Mandurah's point of difference

The place aspiration of 'woven by waterways, a city with a village heart' developed by the community during the community engagement for the Strategic Community Plan 2020-2040, sets a clear vision of celebrating our waterways and growing our city, whilst maintaining the character of Mandurah.

This theme explores the existing character of the City Centre and the attributes that are valued by the community and identifies ways in which this character can be retained as the city grows, both in the built form and in the 'feel' of the centre.

What We Have

- Waterfront and natural environment
  Provides a strong sense of place and enhances legibility. As a result, is important to maintain and enhance the views to the water throughout the City Centre to support orientation and presence of the water.
- Lack of sense of arrival
- There is no sense of arrival or defined entry points to the City Centre. The City Centre is often viewed as place to drive through rather than arrive at. Through the use of built form, infrastructure, landscaping and signage, there are opportunities for improvements to be made.
- Tired building facades
- Many commercial and residential buildings were constructed in the late 1970s to early 1990s in a time where function prevailed over form, for many reasons.
- In areas like the Marina, design guidelines with architectural themes and a focus on the form of buildings has resulted in improvements to the built form. The expanded use of built form guidelines provides opportunities for improvement across the precincts for new development.
- Street furniture and infrastructure
- Small but important elements in the City Centre such as street lighting design, paving treatment, bollards, rubbish bins, wall art, public art and buildings have no real identifying features to provide some uniformity and a sense of place.
- Recent infrastructure projects have improved these outcomes; however it is important to continue this momentum and consistency and integration into the broader precinct.

Key Principles

Ensure new development and infrastructure delivery is consistent with design principles outlined in the Place Design Guidelines and informing plans and policies and provide a strong and distinctive brand identity for the City Centre

Ensure that new built form maintains and enhances key view corridors to the waterfront, accentuating Mandurah's connection to the water.

Ensure new development, connections and landscaping strengthens the connection between all City Centre precincts, particularly to the Mandurah Ocean Marina and using streetscape improvements to provide a clear identification of precincts.

Enhance, protect and celebrate the natural environment by investigating opportunities for tree canopy cover improvements, ground level greening and improved water sensitive urban design as part of public space upgrades and enhancements.

Integrate opportunities to share and celebrate Bindjareb culture and European heritage in built form, artwork, landscaping, naming and signage.

Enhance and increase public art opportunities.

Character Outcome 1:
Grow and Promote and Distinctive Brand Identity for the City Centre

In conjunction with Activity Outcome 3, brand identity is also linked to Character with a number of key moves associated with this outcome:

- **Wayfinding Signage Strategy**
  The City of Mandurah has a successful signage design manual for Parks and Reserves and a manual is under development for Trails. It is recommended that a similar manual is produced for the City Centre as outlined in the Wayfinding Strategy with the following steps and outcomes including removal of unwanted existing signage; engagement with stakeholders and the preparation of detailed design and implementation.

  This will be a priority project as an outcome of the City Centre Parking Plan and will need to ensure that artwork and other Character Outcomes are incorporated into these design outcomes.

- **Legibility and Streetscape Enhancement Plan**
  A legible city is one that displays recognisable patterns and experiences, which are easily identifiable and can be grouped logically based on Precincts, Landmarks, Paths, Edges and Gateways.

  In developing the City Centre further, the Wayfinding Strategy recommends the implementation of a Legibility Enhancement Plan, with key outcomes focusing on creating a welcoming atmosphere through stronger entry statements, banners, and infrastructure upgrades at main entrance points; and for key streets. This Plan will identify unifying elements together with elements to differentiate the separate precincts. Concept design, detailed design and delivery will occur on a staged basis, taking into consideration social, environmental, and economic impact, particularly their ability to attract private investment.

Character Outcome 2:
Ensure the Built Form Contributes and Enhances the Character of Mandurah

- **Lighting Plan**
  Perception of safety was a key theme identified during community engagement. Lighting improves the perception of safety, which can encourage increased length of stay, with a flow-on effect to increasing activation at night.

  Lighting can contribute to crime prevention for the following reasons:

  – People feel safer in well-illuminated areas because they can see what and who is around them.

  – It increases the risk of offenders being seen, reported and potentially apprehended, and

  – People are encouraged to use well-illuminated areas, which increases activity and thereby further deters crime and unwanted behaviours.

  Lighting that focuses on the pedestrian, car parking areas and public spaces is a key factor in developing a safe and vibrant city centre. A comprehensive Lighting Plan is recommended to be prepared and incrementally implemented.

- **Built Form Guidelines**
  Every building, street and public space contributes to the character/look and feel of the City Centre. Based on the outcomes of the Place Design Guide, Design Guidelines for the delivery of public infrastructure; and integration into the planning framework for private development are required to achieve the following:

  – Ensure new elements and building contribute and don't detract from the character of Mandurah with a focus on organic and curved forms, natural materials, integrated greenery and seamless indoor and outdoor spaces

  – Integrate Mandurah's history as a coastal lifestyle holiday village

  – Embed the community engagement feedback on built form, where the environment strongly contributes to the 'feel' of Mandurah

  – Using historic buildings, landmarks and cultural storytelling add to a places character, contributing to a sense of continuity and cultural heritage

  – Consistent use of Branding and Theming in elements such as public signage, bollards and lighting.

  – Embedding arts and culture in infrastructure delivery

  – Providing for key identifiers for each precinct to strengthen the individual character of each precinct through distinctive design patterns

- **Public Art**
  In addition to embedding into signage and built form guidelines, a holistic approach to public art contributes to embed character with a focus on legibility, wayfinding and addressing unsightliness in strategic locations, particularly blank and rear facades of buildings through community or business lead approaches.

Character Outcome 3:
Enhance and Celebrate the Natural Environment

Mandurah is woven by waterways but also has other significant environmental attributes. Mandurah is a City built in nature, not on nature, in one of the world's biodiversity hotspots.

Our natural environment is as unique as it is threatened and we design and deliver innovative programs to protect, restore, and reduce threats to it.

In a City Centre location, parks and green spaces are accessible and welcoming, and they celebrate our local identity by showcasing local, native species. We use our urban landscape to connect habitat, enable low impact travel and capture and retain water in the ecosystem. Further, Mandurah is committed to managing the risks of climate change to our community and to our city in the most appropriate manner and consolidation of activity rather than continuing urban sprawl is a key opportunity.

Core areas of the Environment Strategy that are relevant to the Master Plan include, but not limited to the following outcomes:

- **Enhancement of Green Spaces**;
- **Urban Canopy** increases, particularly in streets and public spaces;
- **Sustainable Transport Networks** including delivery of Active Transport Plans and Public Transport Action Plans;
- **Water Sensitive Urban Design and Drainage**, particularly with stormwater that may have direct discharge to the estuary, and Administration Bay;
- **Coastal and Foreshore Management**; and
- **Sustainable Building Design.**

Character Outcome 4:
Celebrate Mandurah's History and Cultural Identity

Mandurah is a Cultural City and there is a need to celebrate the importance of creative expression in all its forms as a way to help shape our identity, make sense of the world around us and enrich our lives. The City has a long and proud history of involvement with arts and culture. For thousands of years, right up to the present day, Mandurah has been held as a place of significance where the cultural life of its community is highly valued, supported and celebrated and where people have come together to celebrate their customs and cultures together.

Also known as Mandjoogoordap, or Meeting Place of the Heart, the ancient and cherished cultural legacy of Bindjareb ancestors has been proudly held onto and passed on despite challenges presented by later settlement.

The City's Arts and Culture Strategy has been prepared in response to this context. In the City Centre, there is a need to acknowledge that many actions or projects arising from this Strategy will be relevant to the Master Plan area.

The Goals of the Arts and Culture Strategy align with the Master Plan in respect to:

- **Creative Connected Communities**
  A resilient, inclusive and connected community that has access to arts and culture.

  The core action that aligns with the Master Plan is to is to deliver the Manudrah Arts Festival that allows for cultural expression in key public spaces.

- **Creative Places and Spaces:**
  a celebrated and nurtured natural and built environment that can be shared through culture

  Actions arising that align with the Master Plan include the creation of a cultural map that captures the cultural assets of the precincts; and a strategic review of public art and commissioning of murals and public art pieces.

  In addition, opportunities to promote and enhance the existing Mandurah Museum sites its and linkages and connections to the City Centre and the water are a key outcome of the Master Plan, together with exploring opportunities to increase the visibility of Aboriginal culture, art, history and language, including dual naming within the City Centre.

- **A Creative Economy of Opportunity and Aspiration**
  a city where sustainable and creative ideas, initiatives and businesses can thrive.

  Actions arising that align with the Master Plan include attract arts and culture initiatives to Mandurah; leverage public art and heritage trails as a draw card for liveability, tourism and investment; grow and develop sustainable creative businesses; advocate for fit-for- purpose cultural infrastructure including music rehearsal and performance spaces, studio spaces, exhibition and gallery facilities.

Character Outcome 5:
Wayfinding Strategy

A Wayfinding Strategy has been prepared to compliment and to be read alongside the Master Plan.

Key elements from this Strategy are embedded in the Master Plan as outlined and elaborate on a number of the Key Moves outlined in the Character Theme.

Wayfinding:
City Legibility Elements

Precincts

A precinct is a certain area of the city with a common character, one which the observer can easily categorise. This distinctive character is quite homogenous and is taken from its use or function, texture, space, form, building types, inhabitants or typography. The diversity of the different precincts and their definition within a wayfinding strategy enhances the legibility of a city to a great extent.

Landmarks and View Lines

A landmark distinguishes itself from its surroundings through its function or its unique key physical characteristics. Landmarks are easily identifiable and contrasting with its surroundings, often combined with some kind of spatial prominence and distinctive view lines.

A careful selection of landmarks is essential in city wayfinding as it can vividly populate a visitor's mental map of the city, aiding greatly to spatial awareness.

Paths

A path in the Lynchian-sense is any route or channel along which somebody travels. Prominent, legible paths are those that lend character, and might include a concentration of specific activity. They may follow an edge or other topographic features. Vertical elements, (feature) lighting and public art can strengthen the paths.

Gateways

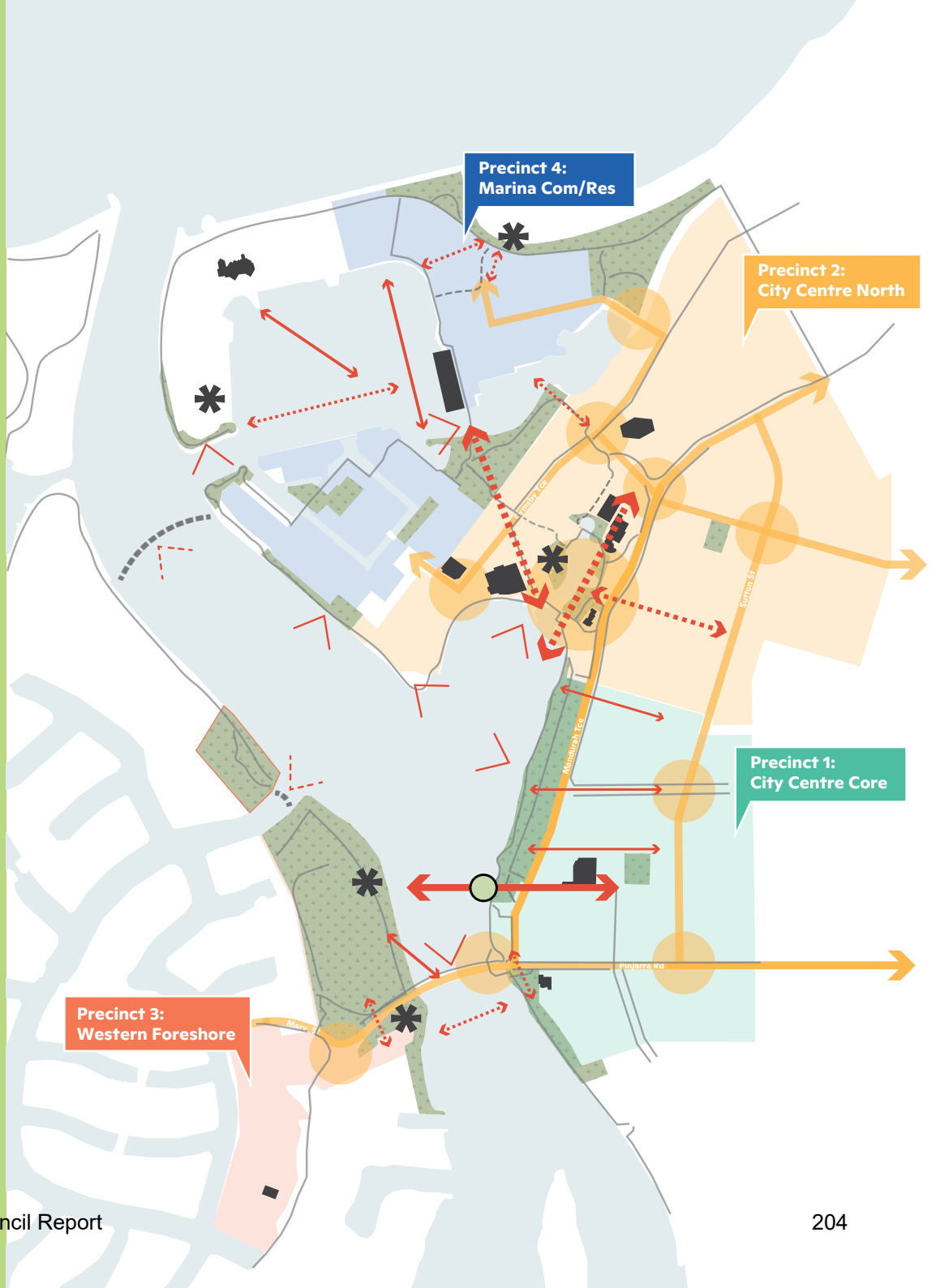
A node or gateway is a focus point of local distribution and highly compelling to the navigator. Areas of distinct public realm such as squares, commercial street corners, junctions and access to transport are examples of nodes. Paths that cross can be nodes, though too many could render them undistinguishable.

Legibility Enhancement Plan

A legible city is one that utilises patterns of recognisable elements as districts (precincts), landmarks, paths, edges and nodes (gateways).

Employment of these elements not only reinforces the legibility and wayfinding strategy of a city, but also allows it to highlight specific aspects of its character, personality and uniqueness. As Lynch proscribed in his book "The image of the City", a city that displays elements is legible, navigable, and enticing to its users.

- Precincts
- Gateways
- Landmarks (Existing/Potential)
- Paths (Existing/Potential)
- View Lines (Existing/Potential)
- Key View Points (Existing/Potential)



Character Outcome 6:
Place Design Guide

A Place Design Guide has been prepared to compliment and to be read alongside the Master Plan.

Key elements from this Strategy are embedded in the Master Plan as outlined and elaborate on several of the Key Moves outlined in the Character Theme. The Place Design Guide provides recommendations, guidance and principles on elements associated with the public realm and private realm and will require further implementation through the planning framework and relevant Council policies.

Aims

The aim of the Place Design Guide is ultimately to enhance the experience of the City Centre at ground level, particularly for pedestrians. In this regard, it needs to look beyond the public realm alone and consider the 3 dimensional built form of the private realm that frames the space. This is what defines image, brand and experiential qualities of a place and of utmost importance is the interface of the public and private realms.

Purpose

This document is intended as a guide only. It establishes important principles and some suggested controls aimed at:

1. assisting with the assessment of some built form and public realm proposals
2. informing more detailed controls for the design of the public and private realm.

In this context, the specific aims of the Place Design Guide are to:

1. Implement the Mandurah City Centre Master Plan in line with key stakeholder expectations;
2. Coordinate the design of the public and private realm to achieve consistent high quality outcomes;
3. Enhance the 'ground plane' experience for people within the City Centre, particularly pedestrians, making it more engaging, comfortable and safe;
4. To enhance the character of the City Centre; its sense of place, brand and legibility;
5. To promote walking, cycling and public transport and reduce vehicle dependency;
6. Achieve a more resilient and greener City Centre, which celebrates its unique natural setting;
7. To attract high quality redevelopment and investment within the City Centre; and
8. Improve physical and mental health through more social and physical activity within the public realm.

Objectives, Guidance and Principles

Public Realm
Complete Streets
Space Reallocation Types
Open Space Design
Landscape Treatments and Urban Elements

Public and Private Realm Interfaces
Public and Private Realm Integration
Frontage Types
Alfresco
Greening

Private Realm
Built Form Diversity
Podium and Tower Design
Mid-rise Apartments and Mixed Use
Garden Apartments
Large Floor Plate Built Form
Building Materials, Finishes and Colours

Place Design Guide: Complete streets

Objective

Integrated transport planning and city design that adopts an approach where transport decisions also enhance the image, liveability, street life, safety and walkability of the City Centre.

1. People First

Prioritise pedestrians first, then cyclists, then public transport, then service vehicles, then private vehicles, in order to enhance mobility and ensure a balanced transport system.

2. Vibrant and Great for Business

Design streets to enhance commerce in the Mandurah City Centre and maximise street life both day and night.

3. Legible

A movement network that is easy to understand and navigate, offering diverse and immersive movement experience that create a strong image of the city.

4. Sense of Place

Local character expressed in the design of streets, open space and private realm interfaces, resulting in a look and feel that is authentically Mandurah

5. Safe Streets

Ensure streets are safe for all users through slow design speed, traffic calming, safe crossings and separated lanes, avoiding unnecessary through traffic.

6. Green

Promote sustainable low-energy transport modes and incorporate trees, landscaping and water-sensitive drainage.

7. Smart and Future Focused

Design streets that are flexible and adaptive to technological change.

8. Equitable

Accommodate all ages, abilities, genders and incomes.

9. Efficient

Utilise street space as efficiently as possible to optimise space for other functions such as footpaths, outdoor dining and landscaping.

10. Clean and Maintained

Ensure streets and open spaces are well-kept and are pleasant places to experience.

Place Design Guide: Open Space Principles

Guidance

1. Visible and Safe Crossing Destinations

On key desire-lines and entry points into open spaces.

2. Social Interaction

Within a variety of open spaces designed to be flexible and able to foster a variety of interactions, from relaxing picnics on the foreshore to more active interactions in the same space during special events.

3. Amenity for All

Inclusive spaces that can be enjoyed by all members of the community, leveraging off the amenity of the waterways and foreshore open spaces.

4. Place to Pause and Stay

Within all open spaces, particularly along foreshore open spaces but also local parks and pocket parks. Where amenity is lacking, seek to triangulate with other activities and/or points of interest.

5. Health and Well-being

Promote walking, cycling, rest and relaxation with open spaces, providing the necessary infrastructure and environment for this type of activity to occur (ie. Walking and cycling loops, structured activities such as sport and boot camp to unstructured activities like kicking a football).

6. Visibility and Security

Apply Crime Prevention Through Environmental Design Principles (CPTED) to ensure open spaces feel safe and inviting, particularly to more vulnerable user groups.

7. History and Discovery

Celebrate Mandurah's unique indigenous and European history, and pristine natural environment, particularly by establishing themed walking trails within the City Centre.

8. Public Art as Identity and Passage

Add public art in strategic locations to both celebrate local character and history and assist with legibility and wayfinding.

9. Play and Learning

Introduce fun elements that provide incidental learning opportunities and foster inter-generational interaction, together with more traditional play environments for all age groups.

10. Destination Wayfinding

Supplement public art and other landscape legibility interventions with wayfinding signage in strategic locations, promoting walking and cycling between precincts for the betterment of local business .

Plan 9: Activity and Character Overview

Key View Lines
To be Retained and Enhanced

Streetscape Upgrades
New Footpaths, Street Trees and Underground Power

Gateways Nodes and Streets
Landscape, Activity, Artwork and Wayfinding

Existing and Proposed Path Network
Walk and Wonder / Trails / Pedestrian Priority Areas

Key Civic and Community Built Form
City Administration, Library, Arts,
Culture, Museum, Education

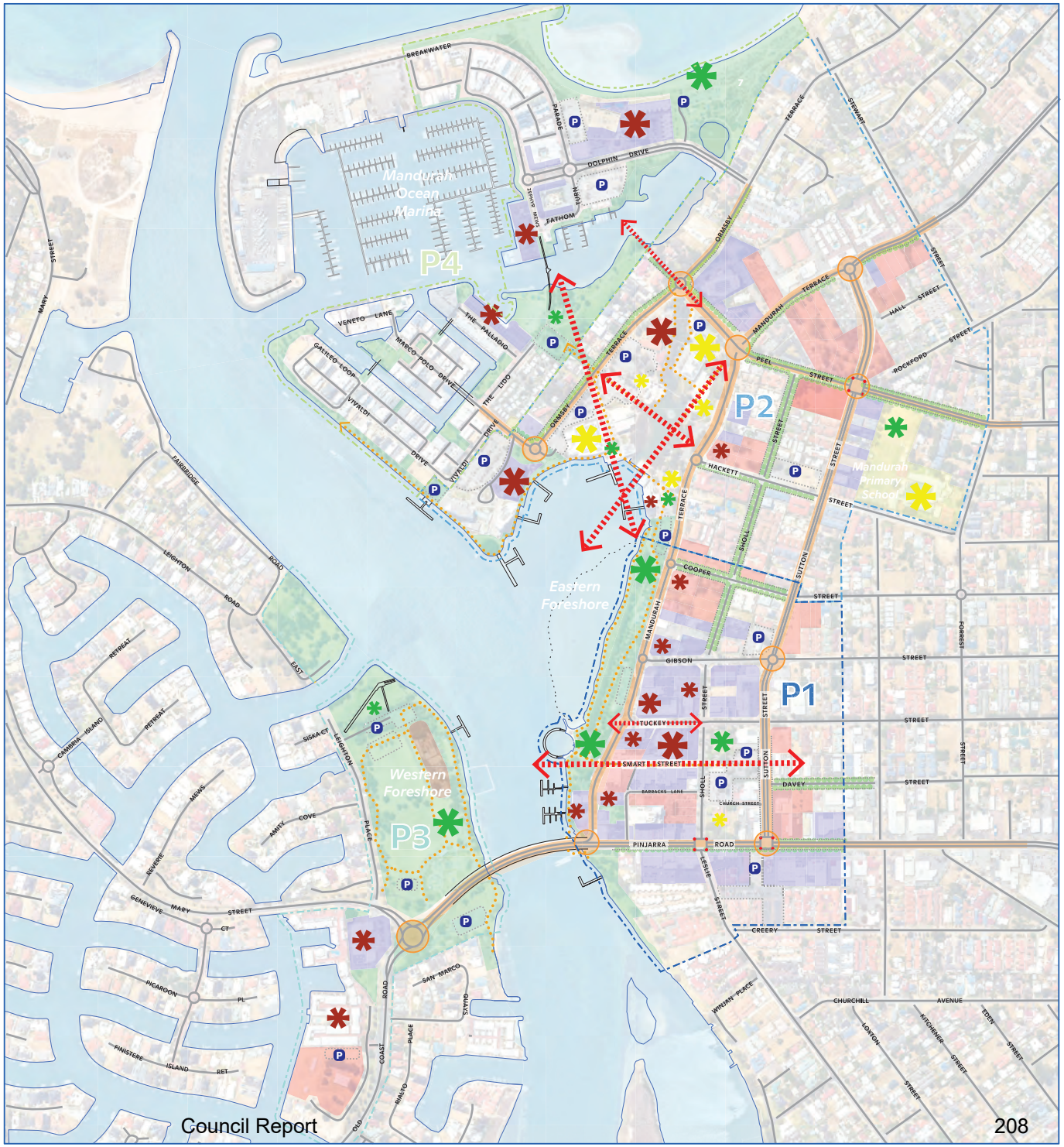
Key Commercial Built Form
Tourist, Retail, Leisure,
Food and Beverage

Key Public Spaces
Meeting Places, Outdoor Activity,
Town Squares, Event Spaces

Future Mixed Use Development Nodes
Key Vacant and Redevelopment Sites

Existing Commercial Development

Public Parking (Off-Street)
Existing and Upgraded Parking Stations



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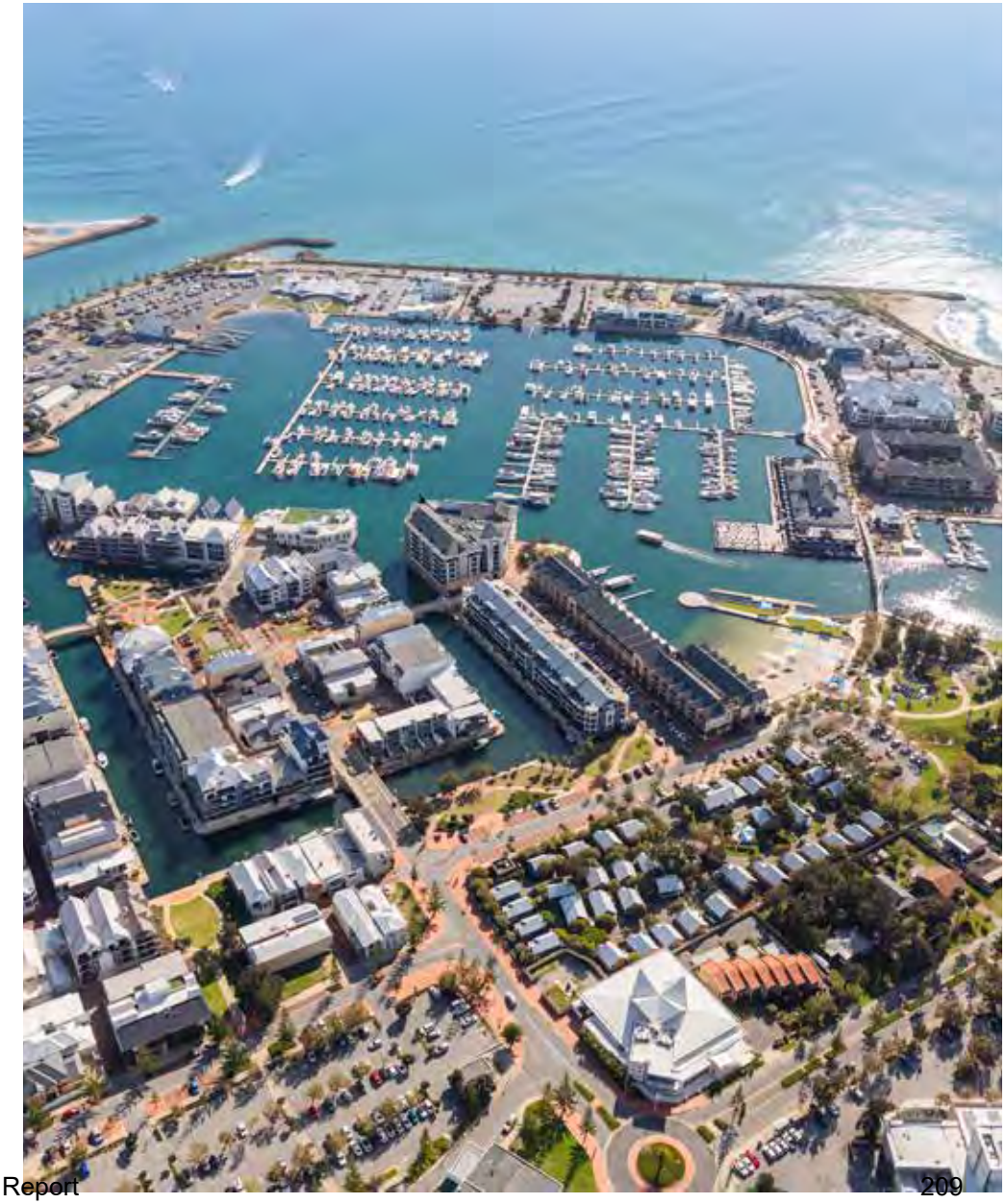
CITY OF MANDURAH

5. **Movement:** An Accessible City

A great city should be accessible and easy to get to and find your way around whether arriving by car, cycle, public transport, on foot or by any other means. Previous strategies had identified a need to enhance arrival points, improve connections between precincts, and explore potential increases in water transport. These issues remain valid. Within this theme, gaps in the movement framework within the City Centre are explored, identifying opportunities to improve the ways in to move around the Precincts.



What We Have

- **Grid Based Street Network**
  The street network, due to its 1890s layout of streets and lots, is primarily a grid network and has been subject to change and modification over time. The grid allows flexibility and options for movement, and over the last 20 years efforts have been made to open the grid, such as reopening Sutton Street at Gibson Street, making most streets two-way movement and providing four-way intersections such as Sholl and Tuckey Street. This is a key principle that should be maintained.

- **High Private Vehicle Use**
  Based on census data and responses in engagement surveys, there is a heavy reliance on cars to arrive and move around the City Centre. 87% of survey responses identified arrival by car as the primary point of access. The geographic layout and demographics in Mandurah broadly, significantly contribute to this outcome. Whilst affecting change will be over an extended period, maximising and prioritising of modes of transport such as walking, cycling or public transport, together with further development that encourages walking trips between various activities can assist in reducing reliance on private vehicles.

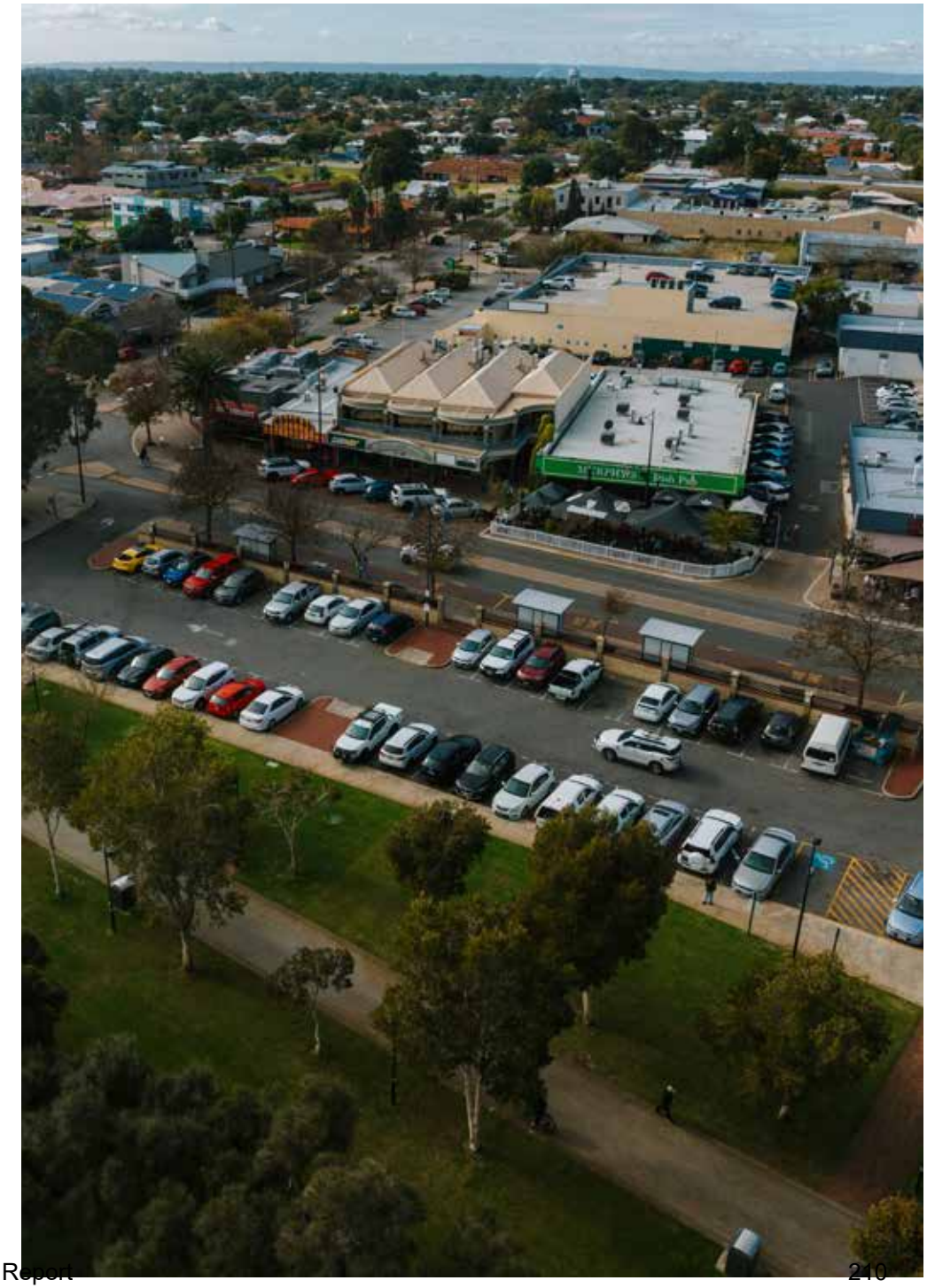
- **Waterway Separation**
  Mandjar Bay and the estuary entrance channel sets Mandurah apart from other key centres in regard to natural amenity. However, this provides a challenge for transport and movement with restricted bridge crossings. Significant feedback suggesting a pedestrian and cyclist connection between the Mandurah Bridge and ocean entrance was provided.

- **Parking**
  Across the City Centre, there are over 2000 public parking bays with nearly 80 percent of these public parking bays being located 'off-street' in seventeen at-grade, formalised car parks, with the remaining 20 percent being located 'on-street'.

  Average occupancy overall for all on and off-street parking areas within the City Centre is generally below 55 percent. A 65- 85 percent average occupancy provides an optimum use of public parking, providing adequate accessible and convenient parking while ensuring bays are available for newly arrived vehicles. Beyond 85 percent average occupancy, there is a greater circulation of drivers looking for vacant bays, causing inconvenience, adding to traffic volumes, potential congestion, and a likely perception that there is not enough parking.

  Average occupancy under 65 percent means the parking is under-utilised, which is inefficient.

- **Public Transport**
  The City Centre is well serviced by existing bus networks; however they are largely restricted to a circular route between the station, Mandurah Forum and the City Centre, via Pinjarra Road and Peel/ Allnutt Street. Services from the northern areas of Halls Head provide limited access via Pinjarra Road and a limited-service connection is provided to the Mandurah Ocean Marina and from Madora Bay to the northern extent of the City Centre. Primarily, every bus route commences and is completed at the Mandurah Train Station, however this provides a disconnect from the suburbs of Mandurah and the key strategic employment centre in the City Centre.



Key Principles

Prioritise pedestrian and cyclist networks within the City Centre including a dedicated and/or separated cycle network along the extent of Mandurah Terrace with connections to northern and southern coastal paths to east to the Mandurah Train Station.

Plan for, and advocate for a street-based transit system between the City Centre and the Mandurah Train Station

Plan for, and advocate for a rapid bus network that connects Mandurah's suburbs to the City Centre

Manage circulation around and legibility of City Centre through safe movements for all users.

Ensure street infrastructure contributes and enhances the character of the City Centre.

Ensure ongoing management of parking supply and monitoring of occupancy.

Movement Outcome 1:
Prioritise Pedestrian and Cyclist Networks

- **Cycle Networks**
  There are several ways to improve the cycling experience which include the provision of dedicated street space, wayfinding, lighting, providing safe off road location that avoids high level pedestrian areas and addressing gaps in the network.

  The Master Plan recommends the delivery of significant improvements to the cycle network, including dedicated cycle paths, primarily along Mandurah Terrace and connecting to key coastal paths and trails to the north, south and east.

  As a priority, addressing the conflict and confusion at the southern end of Mandurah Terrace between Tuckey Street and Pinjarra Road accessing the Mandurah Bridge is required, particularly for cyclist heading south to the Bridge.

- **Path Networks**
  Improvements to the walking experience include shade, wayfinding, lighting, providing time for crossing at signalised intersections, frequent street crossing opportunities and addressing gaps in the network.

  To compliment cycle infrastructure, there are improvements recommended to the existing path network in recognition of the recreation opportunities in the foreshore spaces and connections between precincts, particularly:

  – the design and location of path networks in the Eastern Foreshore by making changes to the central path that divides the space;

  – Improving the circuit in and around the Western Foreshore;

  – Between the City Centre and the Marina through car park redesign and landscape improvements to the western end of Peel Street.

- **Streetscape Improvements and Street Upgrades**
  Significant improvements were undertaken in 2010 and 2011 to parts of Mandurah Terrace, Tuckey Street, Sholl Street (south) and Gibson Street (west). Prior to this, Sutton Street (north) was upgraded. Planning is underway to progress the upgrade of Peel Street.

  Surrounding streets, primarily Sholl Street (north), Cooper Street and Hackett Street are recommended for improvements with new footpaths, street trees and underground power to improve appearance and functionality, encourage further development and improve pedestrian movements. Davey Street as a commercial node also requires improvement, and Ormsby Terrace, as a key linkage between Precinct 2 and 4, particularly regarding a footpath on the western side is recommended. Barracks Lane as a core linkage for sites along Mandurah Terrace for servicing, pedestrian access to parking and general amenity is also recommended for upgrade.

Mandurah Terrace was subject to improvements in 2010, however remains a vehicle dominated space and a key barrier between the foreshore and activities on the eastern side.

The Master Plan recommends a future upgrade to improve east-west pedestrian crossings, introduce cycle lanes, remove median and provide for improved street lighting, and dedicated alfresco dining spaces to compliment the intersection upgrades identified.

Similarly, Pinjarra Road and Sutton Street south are identified for upgrade as an outcome of the Master Plan. Pinjarra Road has been progressively upgraded from Mandurah Road in a westerly direction over the last five years. This upgrade represents the last stage, however the form and style of the improvements needs to reflect the change in urban form and address existing challenges in integrating both sides of this street.

Elements that target an improved pedestrian environment along Pinjarra Road between Sutton Street and Mandurah Traffic Bridge should be explored, where options may include reducing speed limits; implementing a mid-block pedestrian crossing and/or refuge island; improving pedestrian phasing at the Sholl/Leslie Street and Sutton Street signalised intersections; and improving wayfinding to the boardwalk beneath the eastern bridge abutment.

- **Mandjar Bay / Entrance Channel Crossing**
  Mandurah's waterways provide a beautiful focus area however results in challenges in connections and crossings. Arising from and with support from the Master Plan engagement, the Master Plan recommends that opportunities for connections, be that at water level or an iconic bridge structure be identified on the Movement Network Plan. This connection links Mandurah's northern and southern coastal path networks and facilitates a completion of the Mandjar Bay recreation circuit.

  It is acknowledged that this project is aspirational and has significant challenges, but is worthy of recognition in the Master Plan.

Movement Outcome 2:
Provide a Legible Street Network

Unlike previous plans, no substantial changes are recommended to the street network, 7 key intersection improvements are recommended for delivery with a focus on reducing the reliance on Mandurah Terrace, to make pedestrian connections accessible across intersections and making right turn movements safe.

Primarily, the existing northern movement on Mandurah Terrace results in a higher than desirable traffic volumes for the key public foreshore area. Simple intersection improvements can address this outcome by making an alternative route more attractive.

The recommended changes are as follows:

1. Sutton Street / Pinjarra Road:
   Provide for two right turn lanes into Pinjarra Road from Sutton Street in conjunction with improvements to both roads.

2. Pinjarra Road / Sholl Street / Leslie Street:
   Realign the intersection to ensure that the turning lanes off Sholl Street and Leslie Street into Pinjarra Road are safe. This is achieved by a realignment of the central lanes and being right turn only. The outside lanes are then designed to be through and left turn lanes.

3. Sholl Street / Church Street / Barracks Lane:
   Recommend the removal of the Church Street and Sholl Street roundabout, potentially closing Church Street to Sholl Street so that it is only accessing the Mewburn Car Park; and consider improvements to access to Barracks Lane from the east.

4. Sutton Street / Tuckey Street:
   Provide right turn lanes to provide safe access to Tuckey Street.

5. Mandurah Terrace / Tuckey Street:
   Review functionality with consideration to the removal of roundabout and create a T-intersection with traffic along Mandurah Terrace from the south required to stop;

6. Mary Street / Leighton Place
   With improvements and upgrades to the Western Foreshore, consider how access into and out of Leighton Place is managed given its proximity to the Old Coast Road / Mary Steet roundabout.

7. Mandurah Terrace / Peel Street
   This intersection does not currently present an urban / City Centre solution to movements for all users and potentially contributes to the strong northern movement along Mandurah Terrace for vehicles travelling through rather than arriving at the City Centre. The intersection is also the key access into the Civic Precinct and the Marina so all turning movements are important. The Master Plan recommends that changes are required with no specific outcome identified.

Movement Outcome 3:
Improved Public Transport

Consistent with the Integrated Transport Strategy, strengthening the connection between the Mandurah Train Station and the City Centre is a core recommendation of the Master Plan. Comments during the engagement suggested that train should be extended to the City Centre, however, this is considered an unrealistic outcome.

- **Street Based Transit**
  A street-based, high frequency transit system that is a step change from the suburban bus network requires exploration for this location. Options for delivery are being reviewed by the State Government through the Mid-tier Transport Plan, however planning for a direct service between the Train Station and the City Centre is a key outcome the Master Plan.

- **Rapid Bus Network**
  Further, connecting Mandurah's suburbs to the north, south and east via a rapid bus network that primarily uses the existing highway network into the City Centre via Old Coast Road, Pinjarra Road and Mandurah Terrace is recommended. If the City Centre is to become a core employment centre for the region, alternative forms of access are considered essential.

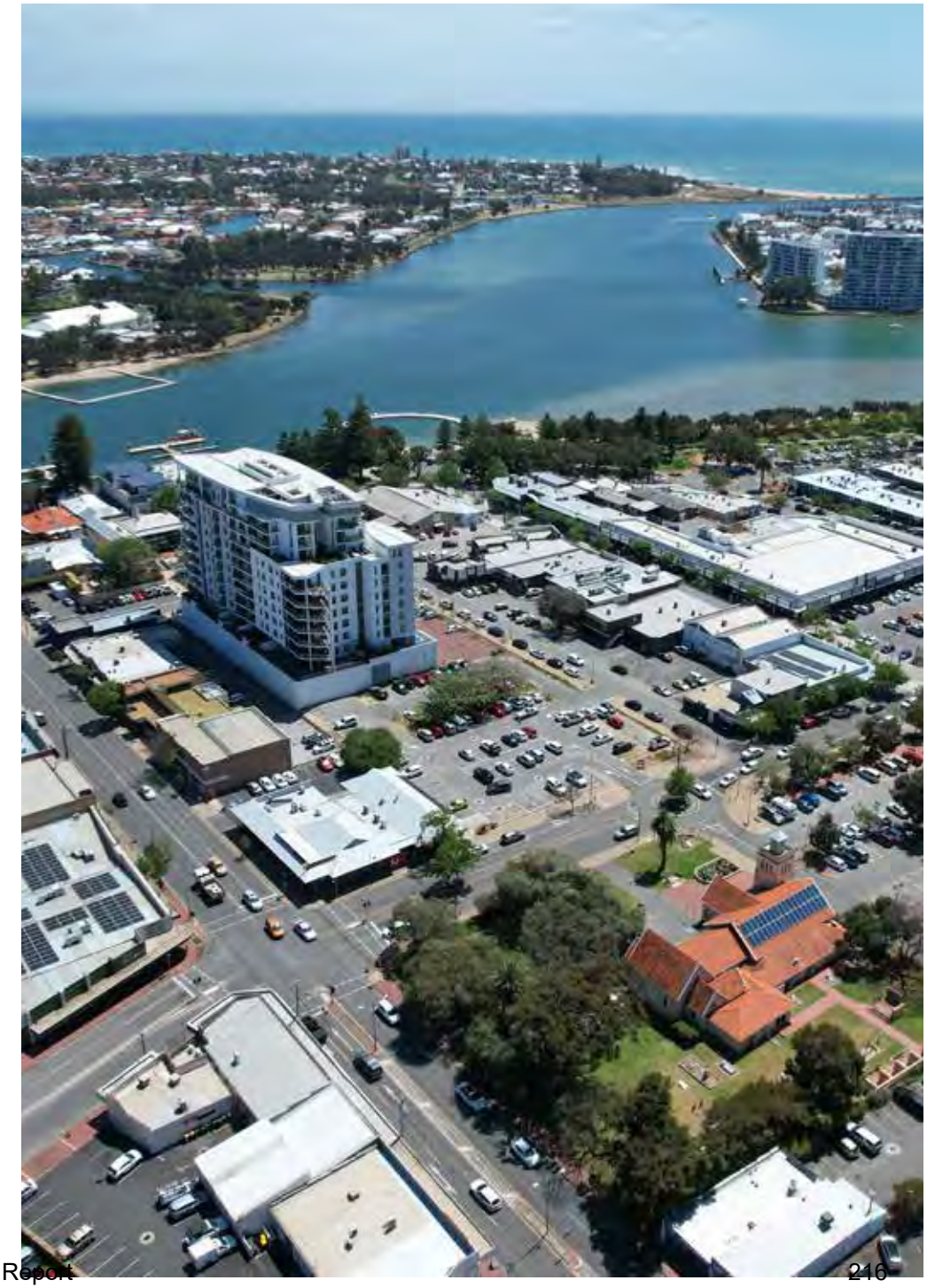
Movement Outcome 4:
Ongoing Management of Parking Supply and Occupancy

The City Centre Parking Plan has been developed to be read alongside the Master Plan. The Parking Plan provides a comprehensive plan to managing demand, supply, accessibility and improvements to parking in the City Centre.

Core recommendations align with the Master Plan regarding upgrades to existing parking areas, streetscape improvements, signage and wayfinding together with improvements for ongoing monitoring and management to ensure alignment between the two plans.

- **City Centre Parking Plan**
  Reference should be made to the recommendations and actions in the City Centre Parking Plan.

  The Plan recommends upgrades to five key existing parking areas, ensuring that the planning framework is updated and further development of at-grade parking at the Western Foreshore, improvements to timed parking, streets and monitoring of occupancy amongst others.

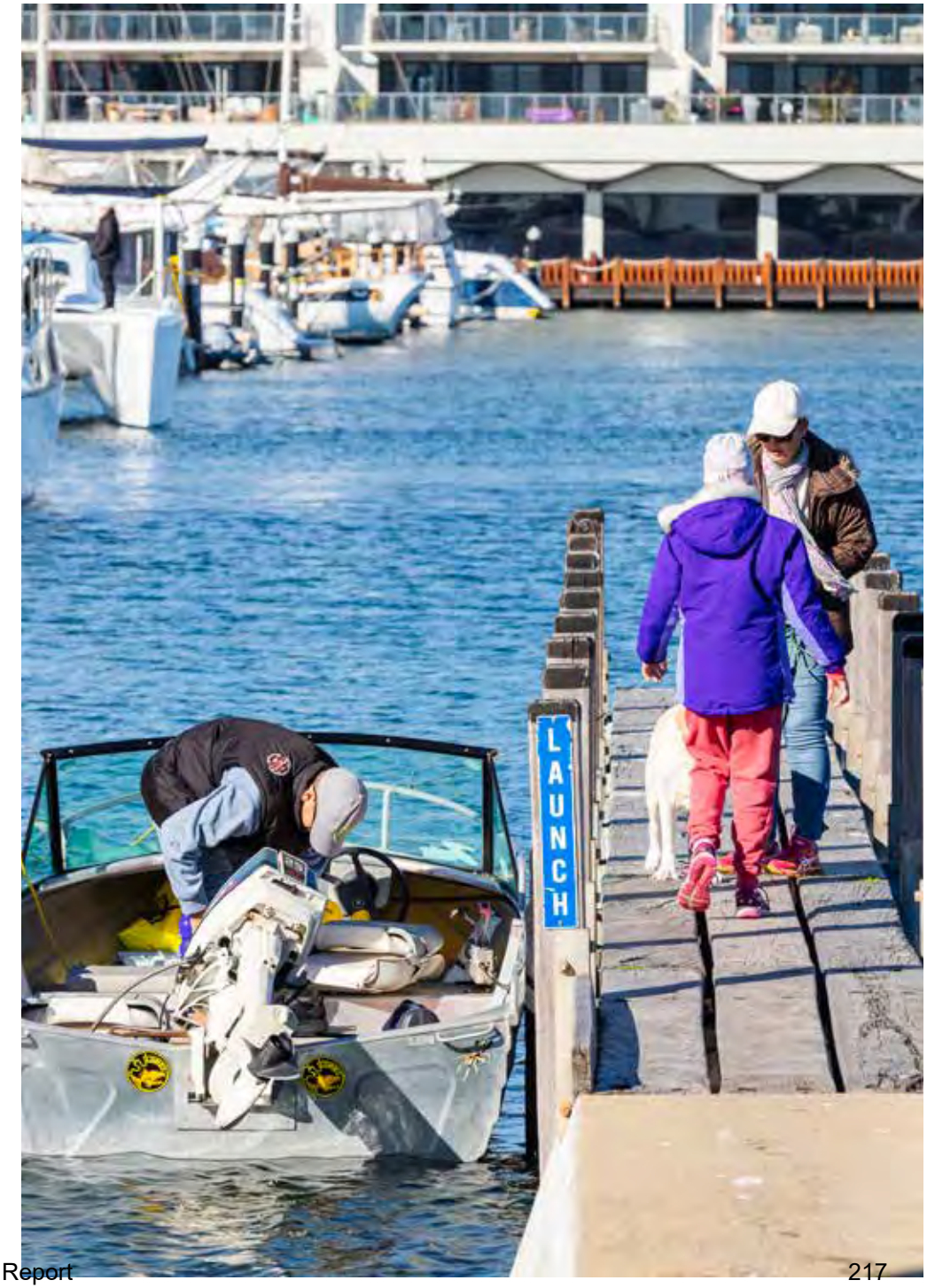


Movement Outcome 5:
Make the City Centre highly accessible via Boat

Mandurah aims to become the lifestyle capital of Western Australia and is highly appealing due its proximity to the coast and many interconnecting waterways (woven by waterways). The City is already one of the most popular recreational boating environments in the State, with boat ownership predicted to increase with population growth.

There is an opportunity for residents and visitors to use marine transport such as boats and kayaks to not only enjoy the waterways for recreational purposes, but to also visit the City Centre to patronise shop, restaurants and attend events.

- **Waterfront Waterways Master Plan**
  This plan will be developed during 2024 to explore and identified jetty and water-based infrastructure within and around Mandjar Bay, the Eastern Foreshore and Western Foreshore based on support for further development arising from the engagement undertaken for the Master Plan.



Plan 10: Movement Network Plan

Cycle Path Network
Segregated and/or Separated Bike Paths

Streetscape Upgrades
New Footpaths, Street Trees and Underground Power

Existing / Proposed Path Network
Walk and Wonder / Trails / Pedestrian Priority Areas

Street Based Transit
Connecting the City Centre to the Station

Rapid Bus Network
Connecting Mandurah's Suburbs to the City Centre

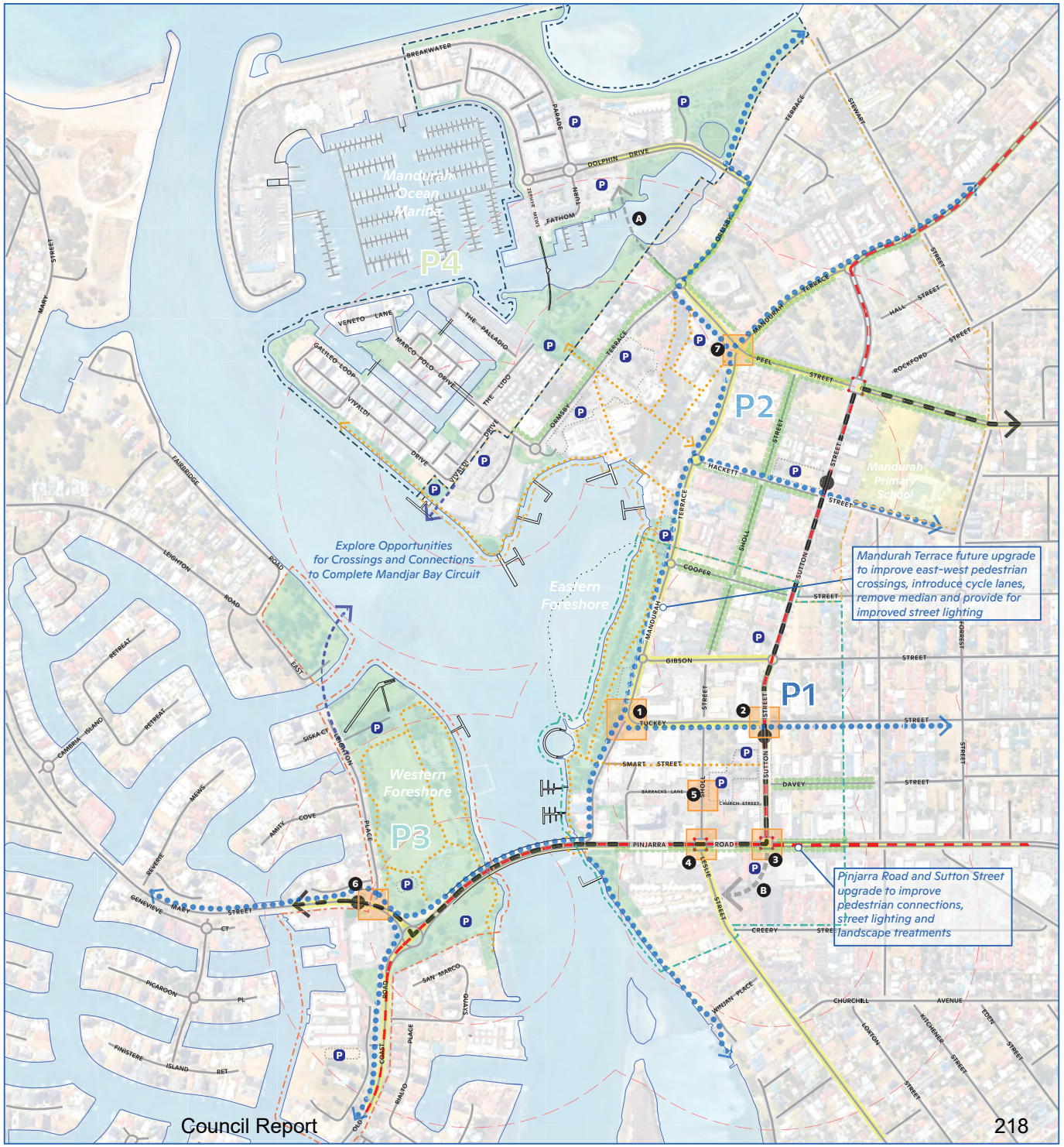
Existing Bus Network
To Be Reviewed upon completion of Transit Improvements

Monitor Need for Additional Connections
Ⓐ Peel Street to Marina Ⓑ Sutton Street South

Public Parking (Off-Street)
Upgrade or New From Parking Plan Shown Outlined

Intersection Upgrades:

1. Sutton St / Pinjarra Road:
   Two Right Turns Lanes into Pinjarra Road;
2. Pinjarra Rd / Sholl St / Leslie St:
   Realign turning lanes off Sholl/Leslie into Pinjarra Rd;
3. Sholl St / Church St / Barracks Lane:
   Remove Church St / Sholl Street Roundabout;
   Consider access to Barracks Lane from the east;
4. Sutton St / Tuckey St:
   Provide Right Turn Pockets to Access Tuckey St;
5. Mandurah Tce / Tuckey St:
   Review functionality with consideration to the removal of the roundabout and create a T-Intersection;
6. Mary Street / Leighton Place:
   Improve right turns;
7. Mandurah Terrace / Peel Street:
   Monitor intersection treatment and scale;



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6. Key Project Areas

In order to further elaborate and expand on the outcomes described in the Key Themes, indicative and schematic high-level concepts have been prepared to articulate the vision.

In progressing the details and concepts further, individual project areas and plans have been prepared in addition to commitment projects that are underway for the Eastern and Western Foreshores as the completion of the Mandurah Waterfront project and the commencement of the Waterfront Waterways Master Plan during 2024.

Each of the plans provide high level recommendations and key moves to identify opportunities and development as individual projects, pending funding, advocacy, private investments, and government partnerships. These plans set the framework for refinement and will be subject to further detailed design and implementation through the Long-Term Financial Plan, improvements to the land use planning and Council policy framework.

Plan 9 outlines the Key Project Areas noting the following where further plans are not included in the Master Plan:

- **Eastern Foreshore Central and North**
  Progressing to detailed design and delivery during the preparation of the Master Plan and that reference should be made to the relevant Project Page website for further detail.

  This plan will deliver a district level playspace, improved events stages, updated path and landscape outcomes and connections to the water and improvements to the car parking and pedestrian space at the northern end of the Foreshore.

- **Western Foreshore**
  The Western Foreshore project area is a continuation of the Mandurah Waterfront project with the development of the commercial site identified together with updates to car parking, path connections and water edge treatments.

- **Waterfront Waterways Master Plan**
  This plan will be developed during 2024 to explore and identify jetty and water-based infrastructure within and around Mandjar Bay, the Eastern Foreshore and Western Foreshore based on support for further development arising from the engagement undertaken for the Master Plan.

- **Roberts Point**
  Roberts Point was identified in the Mandurah Foreshore Focus 2020 Vision Master Plan. Remaining locations and recommendations from this Master Plan have largely been progressed except for the outcomes for this Precinct. Whilst siting outside of the Master Plan area, it is a significant piece of government-owned land that has significant potential to compliment the City Centre.

  Outcomes such as tourist resort, additional marina, key landscape and public amenity remain key outcomes, and will be subject to further master planning over time.

Plan 11: Key Project Areas

Project Plans Included in the Master Plan

1. **Mewburn Site**
   Short term parking upgrades; Long term Mixed Use Development
2. **Heritage Precinct**
   Pinjarra Road, Dalrymple Park and Museum Site Upgrades
3. **Civic Centre Precinct**
   Civic / Administration, Library, Arts, Cultural Infrastructure, Tourist Development, Administration Bay Upgrade
4. **Town Beach**
   Landscape, Playground and Access Upgrade

Projects Underway

5. **Eastern Foreshore Central and North**
   District Level Playspace, Landscape, Connection to Water
6. **Western Foreshore**
   Commercial Site, Parking, Paths and Water Edge Treatments
7. **Waterfront Waterways Master Plan**
   Explore scope for future Jetty Infrastructure

Future Project Areas

8. **Roberts Point (Long Term):**
   Potential Marina, Tourist Resort, Landscape Upgrade (Subject to further Refinement and Detail)

Key Civic and Community Built Form

Western Foreshore Commercial Site

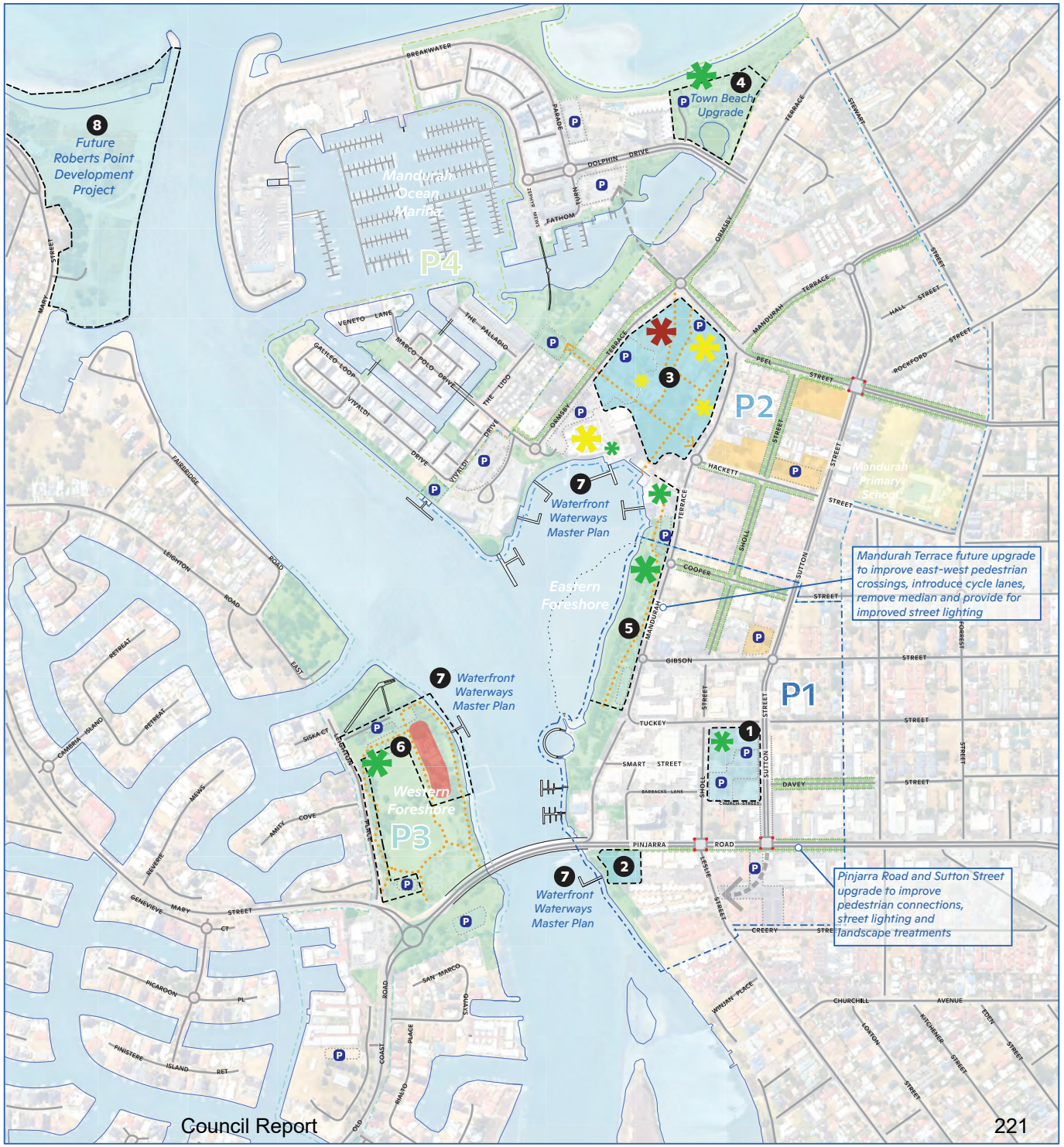
City of Mandurah Owned Sites

Key Public Space Upgrades

Potential Tourism Development

Streetscape Upgrades

Public Parking (Off-Street)



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Mewburn Car Park Site

In conjunction with the City Centre Car Parking Plan, for the foreseeable future, this site will remain a consolidated car parking location for the City Centre. The site is owned in freehold by the City of Mandurah.

The City of Mandurah's Property Strategy recommends that the site is retained for city growth opportunities, where development for an identified purpose will assist in the future economic development of Mandurah and that centralised parking is considered essential on this site, therefore future development options need to consider the replacement of parking as part of any design and layout.

Two plans have been prepared for the site – a short to medium term improvement plan; and a long term developed option.

The short-term option includes improvements to the vehicle movement and pedestrian environment in Sholl Street, Barracks Lane, Sutton Street and Pinjarra Road.

This is in conjunction with improvements to the layout and functionality of the Mewburn Car Park and use of open spaces around Christ Church and George Robinson Gardens.

The long term developed option explores how the site could be configured with future built form, together with the integration of car parking, public spaces and pedestrian connections. This plan also outlines significant private development opportunities along Mandurah Terrace, Sholl Street and Barracks Lane.

Any development of the Mewburn Site will need to ensure that progress on these sites is substantially progressed prior to consideration of development of the Mewburn Site, unless significant partnerships are made available that does not compromise development outcomes on nearby sites.

Key moves

Church Street

1. Consider and review closure of Church St at Sholl St
2. Creation of pocket park
3. Extension and linking of heritage walk with lighting and landscaping
4. Removal of Sholl St roundabout

Barracks Lane

5. Framing built form and public art, activation of lane
6. Upgrade lighting
7. Inclusion of loading zone

Sutton Street

8. Relocate bus stop
9. Introduce double right turn onto Pinjarra Rd

Pinjarra Road

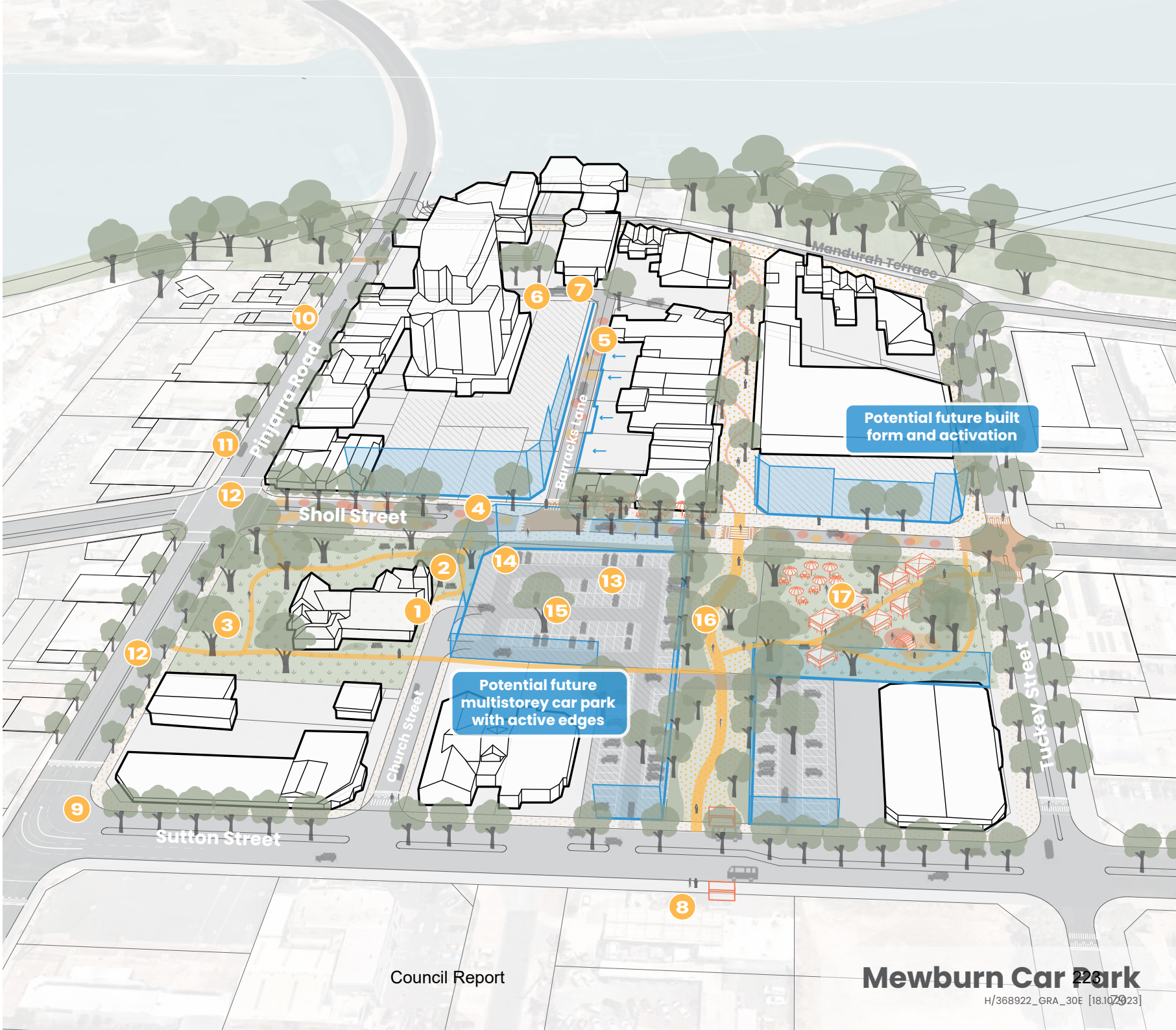
10. Undergrounding of power
11. Street trees
12. Creation of an improved pedestrian environment

Mewburn Centre

13. Redesign and upgrade parking
14. Improved lighting
15. Change to all day parking
16. Extension of pedestrian pathway to Sutton St

G. Robinson Gardens

17. Redesign of park, creation of additional open space



Mewburn Car Park

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Smart Street Pedestrian crossing with George Robinson Gardens

Key moves

G. Robinson Gardens

1. Additional green space/ reconfiguration into "Village Heart"
2. Flexible event space/potential markets

Christs Church

3. Heritage church celebrated. Improvements to built form interfaces, curtilage and connectivity
4. Green space setting to enjoy heritage church building

Mewburn Car Park

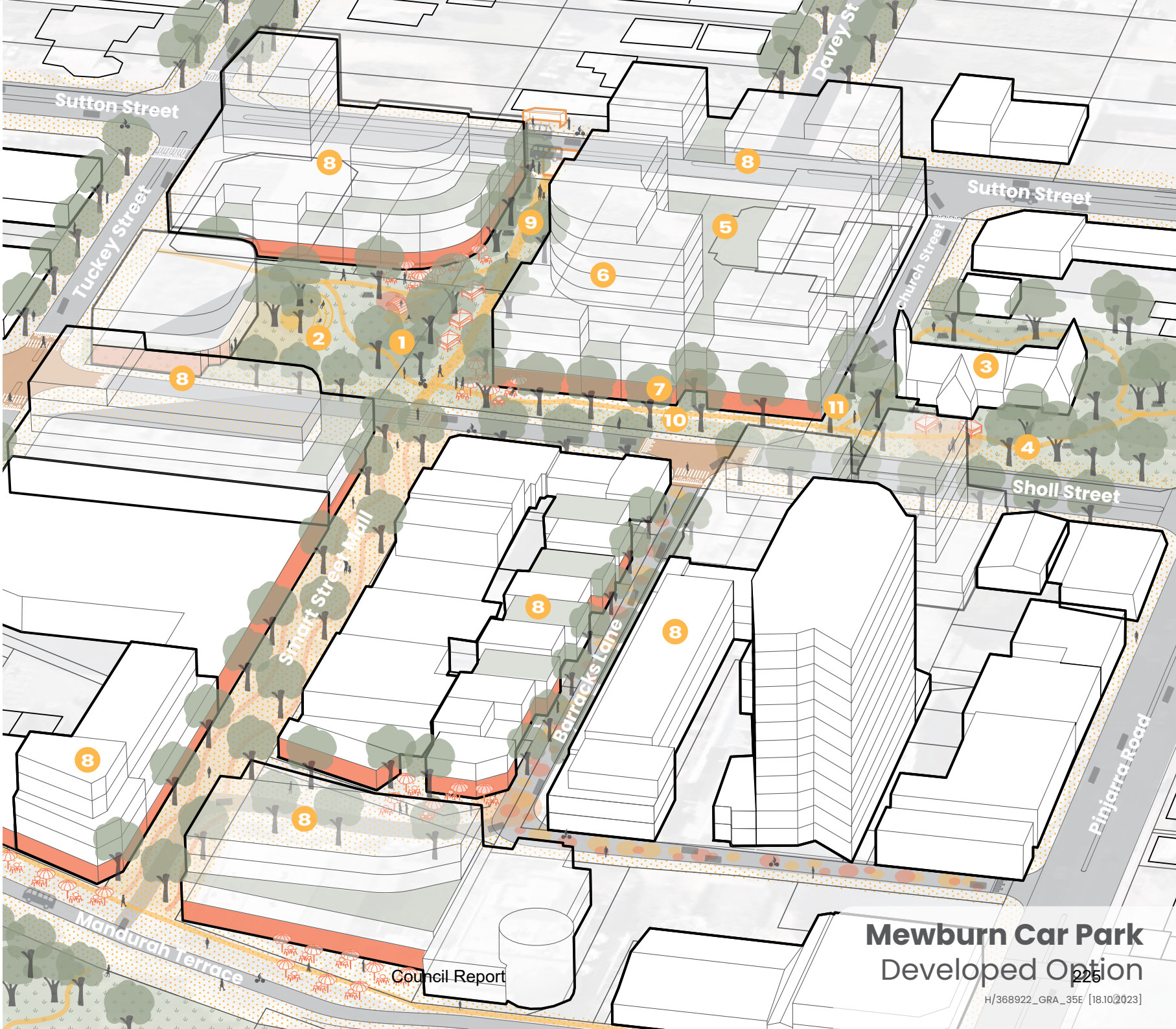
5. New multi-level car park
6. Development opportunities to help fund car park
7. New active built form edges sleeving car park

Potential Private Development

8. Potential new development activating public spaces and providing new commercial and housing opportunities

Connections

9. New green link between bus stop and Smart Street Mall/ Foreshore
10. Green link between "Village Heart" and church green
11. Partial closure of Church Street and roundabout removal for improved pedestrian movement/ streetscape



Mewburn Car Park
Developed Option

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Barracks Lane Perspectives

Barracks Lane looking west

Heritage Precinct

The Heritage Precinct has a focus on the eastern end of the Mandurah Bridge and the current Mandurah Museum location.

The plan shows a potential expansion and enhancement of the Museum building and linkages to Dalrymple Park to improve the connection between this precinct and the water. Further planning and the preparation of business case will need to be undertaken to confirm the future uses of these buildings and whether the Museum remains in this location.

The Master Plan makes recommendations for improvements to Pinjarra Road and Mandurah Terrace as an outcome of the Mandurah Bridge completion and some challenges that have been created regarding traffic speed and pedestrian and cyclist conflict.

Given current challenges in this location, the improvements to Mandurah Terrace are considered a priority project for delivery.

Key moves

Pinjarra Road

1. Underground power and introduce street trees
2. Introduction of median and upgraded footpaths
3. Explore options for pedestrian crossing

Museum and Cultural Centre

4. Museum building expansion and landmark built form. Final use to be determined.
5. Cafe and cultural hub activation of Dalrymple Park
6. Upgrade of Dalrymple Park

Mandurah Terrace

7. Consider options to reduce entry speed and introduce greening
8. Realignment of carriageway to expand cycle/pedestrian space
9. Dedicated cycle and pedestrian paths

Foreshore

10. Leverage existing jetty infrastructure. Maintain fishing on jetty
11. Explore additional jetty location for water-based transport and activities
12. Improved lighting under bridge

Heritage Precinct Perspective

Civic Centre Precinct

The development of the Civic Centre Precinct is a core component of Precinct 2 where numerous strengths, challenges and opportunities were identified relative to this location.

The land is primarily in Crown Land reserves and provides an opportunity to improve its functionality and layout by new and improved built form, pedestrian connectivity and landscape improvements.

The location of built form should ensure that view corridors are that connections are improved between the City Centre Core and the Mandurah Ocean Marina and the arrival into the City Centre from the north.

A key outcome is the consolidation of the City of Mandurah's Administration and Council Chambers activity in this precinct after previous plans and concepts were considering an alternative location.

Further, the development of community related infrastructure is recommended, however the final use and occupation of any buildings will require further Infrastructure Needs Analysis, Detailed Business Case and Concept Designs.

A number of commercial development opportunities are also identified and these will be subject to partnerships with State Government in regard to land tenure and land exchanges.

Key moves

Council Chambers

1. Upgraded Intersection: Monitor intersection treatment and scale to suit urban form required for an entry to the City Centre and Marina Precinct
2. New Civic Administration / Council Chambers
3. Existing Civic Building retained or adapted for other community purposes such as education, art studios, not for profit office space
4. Waterfront Civic Space
5. New waterfront green with active edge

Muddy Creek

6. Retained and enhanced Muddy Creek/ low-key nature trails
7. New site created for Tourist Hotel Resort and/or Mixed Use Commercial Site; short term at-grade parking

Admin Bay

8. New community buildings as a potential town hall, complimentary art and cultural space replacing existing Contemporary Art Space and interacting with existing Seniors Centre
9. New Food and Beverage or Commercial site to create stronger edge
10. New landmark community / education building with two frontages as a potential Library and Learning Centre on regional level
11. Reshaped and more natural edge to Admin Bay to implement improved Water Sensitive Urban Design Outcomes and new pedestrian linkages
12. Enhanced waterfront parkland and new active plaza space
13. Seek further upgrades to the Performing Arts Centre to enhance its role as it provides its regional level contribution

Administration Bay Perspective

Town Beach

Town Beach formed part of the original development outcomes of the Mandurah Ocean Marina. As a rare north-facing beach that is protected from strong summer winds, it has tremendous opportunity to be focal point for the City Centre as a regional beach.

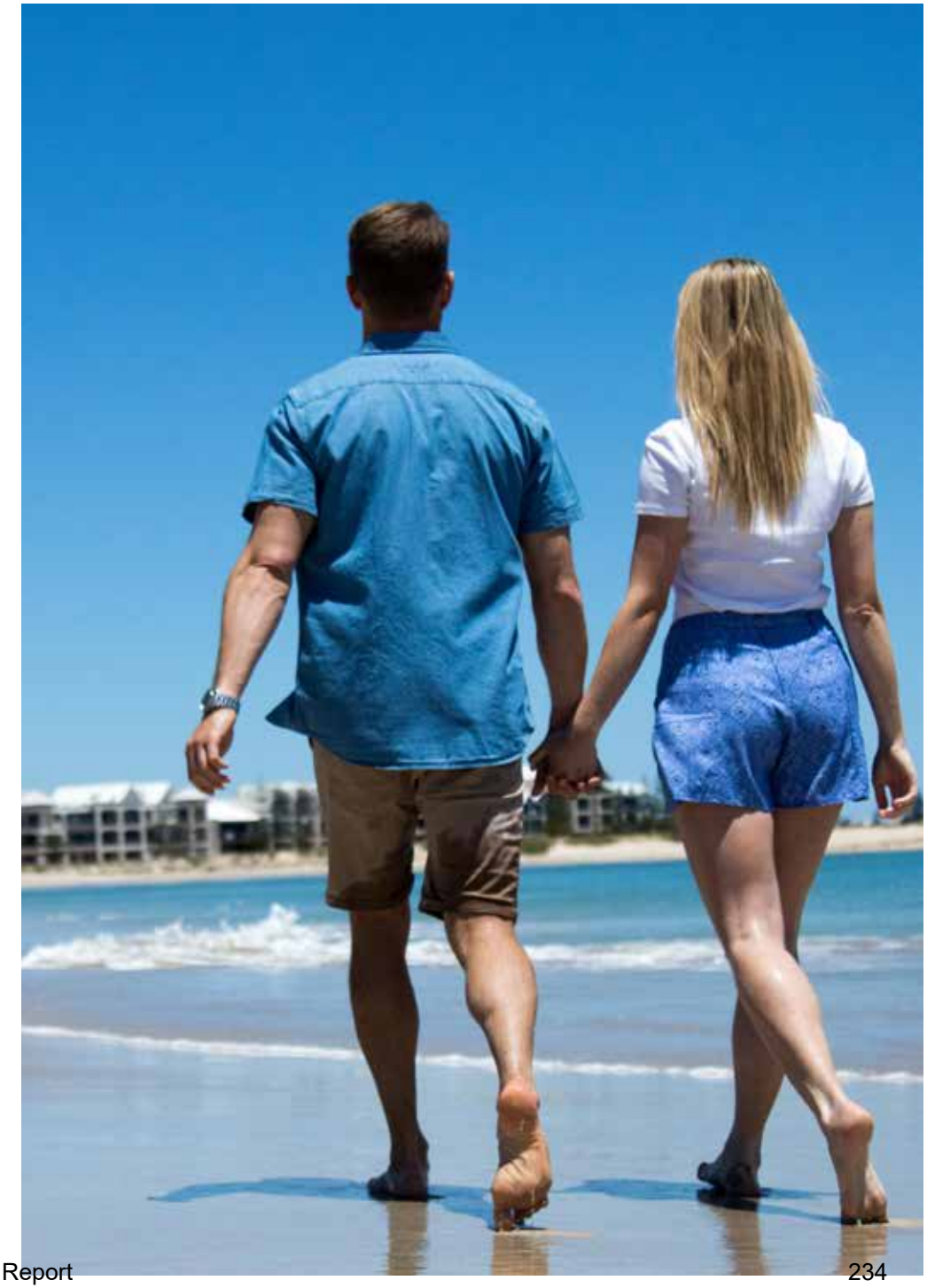
Given the planned growth of central Mandurah, it will also play an important role in providing locals with access to the ocean and forms part of an important open space network for these residents.

As a result, a concept plan has been developed for town beach to provide a focus for future opportunities, both short term and long term, building on localised landscape quality, water quality improvement opportunities and connections to extensive path network.

In preparing the concept plan, a number of exemplar sites were reviewed to test scenarios for amount of parking, lawn and play spaces, amenities and so on. As a result, the concept plan identifies a refined layout for parking and playground to improve the site's functionality.

In addition, the plan identifies opportunities for pop-up / food truck and other small scale commercial opportunities, maintains and enhances spaces for surf-life saving and small-scale event space.

The final layout and implementation will be subject to refinement and inclusion in the Long Term Financial Plan, however provides a focus for the importance of the site in the short term.



Town Beach Concept

7. Implementation

The range of actions within the City Centre Master Plan will require sustained effort and cross-functional work to ensure delivery of the recommendation of the Master Plan.

A key outcome is that an internal City Centre Master Plan Implementation Group ('Implementation Group') is established, to lead the delivery of the Master Plan actions including:

- budget allocation through the Long-Term Financial Plan for design and delivery of key infrastructure projects;
- funding submissions and management of grants for infrastructure projects
- asset renewal and upgrades for public spaces and servicing infrastructure;
- business case development for key built form and partnership outcomes;
- investment attraction;
- tourism development, promotion and attraction;
- large and small business support;
- updates and changes to the local planning framework and other policies and guidelines to facilitate new development of private land and support existing and new business;
- place making, activation and events;
- implementation of the supporting plans and strategies such as the Car Parking Plan, Wayfinding Strategy and Place Design Guide.

These will need to be a regularly reported on their progress to Council, community and key stakeholders.

Numerous lower priority actions may be implemented through the regular scheduled renewals asset management process, whilst other, higher priority actions will require sustained funding through direct budgeting, and/or in combination with other sources.

Table 1 Implementation Table: Activity – Always Something to Do

Project / Initiatives	Location / Details	City Role / Funding Type	Years 1-2 (24/25 – 25/26)	Years 3-5 (26/27 – 28/29)	Years 5 to 10+ (29/30 +)	Responsibility
Activity Outcome 1: Facilitate Catalyst Investment Opportunities						
A1.1 Review barriers and interventions to encourage further **Office Space Development** and identifies the City Centre as the core location for future office development to provide an agglomeration of activity.	Development of high-quality office space requires Investment Attraction outcomes, engagement with landowners and ensuring the planning framework has a focus on Precinct 1 and southern area of Precinct 2.	Internal Staff Costs	$20k	Subject to consideration in LTFP if further investment and infrastructure is required;		Transform Mandurah
		Internal Staff Costs	Review of the Strategic Centre Precinct Structure Plan			Strategic Planning and Urban Design
A1.2 Review barriers and interventions to encourage further **Short Stay Accommodation and Tourism Development** and ensure that the planning framework identifies the key locations.	Support Visit Mandurah undertake a Tourism Needs Analysis, engagement with landowners and ensuring the planning framework has a focus on Precinct 1 and key sites in Precinct 2 and 4.	Internal Staff Costs	Complete Needs Analysis			Visit Mandurah
		Internal Staff Costs	Sites Identified in Current Precinct Structure Plan – Tourism Needs Analysis to Confirm Retention			Strategic Planning and Urban Design
A1.3 Review barriers and interventions to encourage further residential development including **Student and Key Worker Accommodation**, which may include partnerships on City owned land; and ensure that the planning framework support these outcomes.		Internal Staff Costs	$20k	Subject to consideration in LTFP if further investment and infrastructure is required;		Transform Mandurah
		Internal Staff Costs	Review of the Strategic Centre Precinct Structure Plan			Strategic Planning and Urban Design

Project / Initiatives	Location / Details	City Role / Funding Type	Years 1-2 (24/25 – 25/26)	Years 3-5 (26/27 – 28/29)	Years 5 to 10+ (29/30 +)	Responsibility
A1.4 Investigate planning and environmental regulation provisions relating to **Noise Controls in Entertainment Precincts** to ensure vibrant and mixed-use land uses can co-exist.	Seek to implement planning scheme and regulatory change to better manage noise provisions for mixed use city centre development outcomes	Internal Staff Costs	Review of the Strategic Centre Precinct Structure Plan and Local Planning Scheme Amendment.			Strategic Planning and Urban Design
Activity Outcome 2: Plan and deliver strategic community infrastructure within the City Centre to service the broader community						
A2.1 Part A: Prepare a **Central Mandurah Library and Learning Facility** Needs Analysis and Detailed Business Case for consideration to guide future library infrastructure needs.	Potential locations identified in Civic Centre Project Area;	Within Existing Operating Budget	$90K			Community Development
Part B: Prepare a Concept Plan and Detailed Design for a **Central Mandurah Library and Learning Facility.**	Subject to the needs analysis and business case confirm a City Centre location for further development.	Within Existing Operating Budget	$50K			Strategic Planning and Urban Design
		External Funding Required		Delivery Costs to Be Determined via Business Case		Community Development
A2.2 Advocate for the establishment of **Tertiary and Higher Education Facility** within the City Centre	Consistent with the Sub Regional Planning framework, any further development of tertiary education in the region should be in the City Centre.	Internal Staff Costs				Transform Mandurah
A2.3 Preparation of a business case for an upgrade to the **Mandurah Performing Arts Centre**	The Mandurah Performing Arts Centre is over 25 years old and whilst a successful centre, its form and function should be reviewed in the context of its regional importance.	Within Existing Operating Budget	$30K (Business Case)			Community Development
		External Funding Required		Delivery Costs to Be Determined via Business Case		Community Development

Project / Initiatives	Location / Details	City Role / Funding Type	Years 1-2 (24/25 – 25/26)	Years 3-5 (26/27 – 28/29)	Years 5 to 10+ (29/30 +)	Responsibility
A2.4 Confirm the long-term future for the **City Administration and Council Chambers** being located in the Civic Centre Precinct.	Provide certainty to any upgrade or consolidation of the built form in the Civic Centre Precinct based on land tenure and the core activity in the precinct.	Subject to Consideration at Next LFTP Review	Delivery Costs to Be Determined via Business Case; Refurbishment Plans; and Building Maintenance Plans.			Asset Management; Project Management
A2.5 Undertake a business case to determine the preferred long-term location for the **key Community Infrastructure** within the City Centre that includes the Mandurah Seniors Centre, Mandurah Museum and Art Gallery, music rehearsal and performance spaces, studio spaces, exhibition and gallery facilities.	A review of current to be undertaken with a focus on the current facilities located within the Civic Centre and Heritage Precinct. Service delivery models to be considered.	Subject to Consideration at Next LFTP Review		$100K		Community Development
Activity Outcome 3: Grow and promote a strong and distinctive brand identity for the City Centre						
A3.1 Create a **Brand Identity** for the City Centre for signage, promotion, and marketing in conjunction with the Wayfinding Strategy.	A place led approach to promotion and marketing, potentially in partnership with business and landowners, that compliments the City's corporate brand, but distinct for the place.	New Operating	$20k			Corporate Communications; Transform Mandurah
A3.2 Continue to invest in opportunities and staff that provide Business Support to further develop the evening economy to encourage core trading hours after 3pm.	Facilitation through planning framework, approvals, public spaces and promotion together with the City Centre Place Manager role.	Within Existing Operating Budget	$800K Per Year (incl 1 FTE)	Ongoing		Transform Mandurah

A3.3 Review and update the **Alfresco Dining and Outdoor Trading Guidelines.**	Ensure the elements from the Place Design Guide, review of the trial guidelines an approval process reflect intended outcomes.	Within Existing Operating Budget	To be completed early 2024			Strategic Planning and Urban Design
Activity Outcome 4: Activate and Promote Public Spaces						
A4.1 Continue to facilitate an Annual Events Program that celebrates and strengthens local pride and identity, centring around the following themes: • Connection to country • Water and marine • Arts and culture (live music) • Sport and recreation • Health and wellbeing	The City's Events Program is a key activation outcome for the City Centre, working in conjunction with external event attraction, should continue.	Within Existing Operating Budget	$1.5M (incdi ng	Ongoing		Festivals and Events
A4.2 Review Event and Markets Guidelines for the City Centre to outline preferred event spaces with the aim to reduce the focus on the Eastern Foreshore.	Identify locations available for events, consider locating some activities further back from foreshore except those that have link to water. Seek to provide process and set up simple for proponents and outline key infrastructure and utilities;	Subject to Consideration at LFTP Review	$20K			Festivals and Events; Transform Mandurah; Strategic Planning and Urban Design;
Project / Initiatives	Location / Details	City Role / Funding Type	Years 1-2 (24/25 – 25/26)	Years 3-5 (26/27 – 28/29)	Years 5 to 10+ (29/30 +)	Responsibility
A4.3 Prepare a Concept Plan for the upgrade the **George Robinson Gardens / Mewburn Centre**, to provide a central town square that can host pop up events and markets.	Upgrade the landscaping and lighting to contemporary standards. Replace existing toilet block to a built form that compliments the site. Works to be considered in conjunction with Car Park Upgrade outlined in the City Centre Parking Plan.	Subject to Consideration at LFTP Review		$30K (Design) $2M (Development)		Landscape Services

A4.4 Prepare a **Waterfront Waterways Master Plan** that seeks further investment in infrastructure upgrades to enable people to interact with and move around the foreshore (with a strong experiential focus), for example protrusions into water at different levels such as: • Boardwalks • Viewing and seating areas • New jetties • Floating platforms	Explore and identify jetty and water-based infrastructure within and around Mandjar Bay, the Eastern Foreshore and Western Foreshore	Within Existing Budget Implementation Subject to Consideration at LFTP Review;	Refer to Waterfront Waterways Master Plan when completed			Marina and Waterways
A4.5 Update the Trading Permit Guidelines and progress infrastructure upgrades that encourage a diverse range of water-based amenities on the foreshore such as • Kayaking/canoes • Paddleboat hire • Inflatable water parks • Waterside entertainment	As part of the next iteration of the Trading Permit Guidelines together with investment attraction and business grants, seek proactive outcomes to further small business opportunities that interact with the waterways.	Within Existing Operating Budget	Staff Costs;			Property Services Transform Mandurah Strategic Planning and Urban Design
A4.6 Progress detailed design and implementation of the concept plan for **Town Beach** as the primary beach for the City Centre incorporating: • Landscaping • Hospitality opportunities • Space for life-saving training • Event space	Town Beach in Precinct 4	Subject to Consideration at LFTP Review			$30K (Design) $2M (Development)	Landscape Services

Table 2 Implementation Table: Character – Celebrate Mandurah's point of difference.

Project / Initiatives	Location / Details	City Role / Funding Type	Years 1-2 (24/25 – 25/26)	Years 3-5 (26/27 – 28/29)	Years 5 to 10+ (29/30 +)	Responsibility
Character Outcome 1: Grow and promote a strong and distinctive brand identity for the City Centre						
C1.1 Prepare and implement a **City Centre Signage Manual** using the Wayfinding Strategy as a guide for its development and implementation.	This will be a priority project as an outcome of the City Centre Car Parking Plan and will need to ensure that artwork and character outcomes are incorporated into these designs. Process to include removal of unwanted existing signage; engagement with stakeholders and prepare detailed design and implementation.	Subject to Consideration at Next LFTP Review	$20K Design First Stages included in City Centre Parking Plan	$100K per year for three years for Implementation		Strategic Planning and Urban Design Support: Transform Mandurah Development and Compliance, Corporate Communications, Landscape Services and Traffic Maintenance
C1.2 Develop a plan to **upgrade entry points to the City Centre** tto create a welcoming atmosphere through stronger entry statements, banners, and infrastructure upgrades in main entrance points	To be undertaken in conjunction with City Centre Signage Manual	Subject to Consideration at Next LFTP Review	$20K Design	$$50K per year for each of the 8 intersections identified; May be undertaken in conjunction with other landscape and streetscape upgrades under the Movement Network improvements		Strategic Planning and Urban Design with Landscape Services

Project / Initiatives	Location / Details	City Role / Funding Type	Years 1-2 (24/25 – 25/26)	Years 3-5 (26/27 – 28/29)	Years 5 to 10+ (29/30 +)	Responsibility
Character Outcome 2: Ensure built form contributes/enhances to the character of Mandurah						
C2.1 Prepare a **Lighting Plan** for the City Centre to include an audit of existing lights and an action plan to implement upgrades where identified in conjunction with Car Park Upgrades identified in the City Centre Parking Plan.	Build on previous projects such as the Waterfront and previous street improvements to provide for a consistent style of lighting, specific standards for lux levels and further develop opportunities for decorative lighting.	Subject to Consideration at Next LFTP Review	$20K (Plan)	$1M (Development) Implementation across multiple years		Technical Services with Landscape Services
C2.2 In conjunction with the Signage Manual and Lighting Plan, use the Place Design Guide in the preparation detailed design for new and upgrade public spaces and consider need for the development of a **Landscape Design Manual** for the City Centre.	Unifying and consistent elements used in public space upgrades such as lighting, bollards, bins, shelters, paving and planting aid and assist in creating consistent in theming and	Subject to Consideration at Next LFTP Review		$20K		Strategic Planning and Urban Design with Landscape Services
C2.3 Update the **Mandurah Strategic Centre Structure Plan** to include further built form guidelines for new development proposals based on the Place Design Guide outcomes.	Review and update the planning controls for the Master Plan area to ensure that new built form contributes positively to the character of the area and can be utilised in the assessment process.	Within Existing Operating Budget	Staff Costs			Strategic Planning and Urban Design

Project / Initiatives	Location / Details	City Role / Funding Type	Years 1-2 (24/25 – 25/26)	Years 3-5 (26/27 – 28/29)	Years 5 to 10+ (29/30 +)	Responsibility
C2.4 Conduct a **Strategic Public Art Review and Audit** identifying new opportunities and sites to commission 3 pieces of sculptural public art and a series of murals in the next five years. The review will include processes required for percent for art schemes requirements for new development.	In conjunction with signage and branding that integrates artwork, a strategic approach to public art in the City Centre is required, and is recognised in the Arts and Culture Strategy	Within Existing Operating Budget	Included in the Arts and Culture Strategy Implementation plan			Community Development; Landscape Services; Strategic Planning an Urban Design
C2.5 Identify locations for **Art** and **Murals** as a solution to add visual interest to walls that are likely to be blank in the short to medium term	Recognised as an action in the Arts and Culture Strategy; Provides interest to places and spaces.	Within Existing Operating Budget	Included in the Arts and Culture Strategy Implementation plan			Community Development; Transform Mandurah
Character Outcome 3: Enhance/protect and celebrate the natural environment						
C3.1 In conjunction with Action M2.3, develop **Streetscape Improvement Plans** to those streets identified in Plan 9 with a focus to maximise street tree planting;	There are significant opportunities to improving the urban tree canopy in existing streets	Subject to Consideration at Next LFTP Review	See Action M2.3			Technical Services
C3.2 Implement key projects identified in the **Strategic Water Sensitive Urban Design** prioritising project.	Focus on improving stormwater management in City Centre streets and Administration Bay	Subject to Consideration at Next LFTP Review		$20K (Plan) $2M (Development) (estimated cost only)		Technical Services

Project / Initiatives	Location / Details	City Role / Funding Type	Years 1-2 (24/25 – 25/26)	Years 3-5 (26/27 – 28/29)	Years 5 to 10+ (29/30 +)	Responsibility
Character Outcome 4: Celebrate Mandurah's History						
C4.1 Continue to deliver the **Mandurah Arts Festival** that allows for cultural expression in key public spaces		Internal Staff Costs	Ongoing			Place and Community
C4.2 Undertaken a strategic review of **Public Art** and commissioning of murals and public art pieces	See Actions C2.5 and C2.5	Internal Staff Costs	Ongoing			Place and Community
C4.3 Continue to seek opportunities for further **Dual Naming**, incorporation of stories and culture in public spaces, signage and artwork		Internal Staff Costs	Ongoing			Place and Community
Character Outcome 5: Wayfinding Strategy						
C5.1 Note the **Wayfinding Strategy** as an input document into the Master Plan and progress its implementation through the actions outlined.	See Action C1.1 and C1.2	Within Existing Operating Budget	Ongoing			Strategic Planning and Urban Design

Project / Initiatives	Location / Details	City Role / Funding Type	Years 1-2 (24/25 – 25/26)	Years 3-5 (26/27 – 28/29)	Years 5 to 10+ (29/30 +)	Responsibility
Character Outcome 6: Place Design Guide						
C6.1 Note the **Place Design Guide** as an input document into the Master Plan and progress its implementation through the actions outlined.	To be used in plan preparation for public space, assessment of new proposals and implementation into the planning framework	Within Existing Operating Budget	Ongoing			Strategic Planning and Urban Design

Table 2 Implementation Table: Character – Celebrate Mandurah's point of difference.

Project / Initiatives	Location / Details	City Role / Funding Type	Years 1-2 (24/25 – 25/26)	Years 3-5 (26/27 – 28/29)	Years 5 to 10+ (29/30 +)	Responsibility
Movement Action 1: Prioritise pedestrian and cyclist networks within the City Centre and Movement Action 2: Provide a Legible Street Network						
M2.1 Prepare and Implement a **Concept Master Plan** for the upgrade of the southern part of Mandurah Terrace between Pinjarra Road and Tuckey Street that includes provision of a cycle path in both directions.	As Shown in the Heritage Precinct Key Moves Plan	Within Existing Budget (Capital)	$2M			Strategic Planning and Urban Design; Technical Services
M2.2 Seek funding and deliver of priority Long Term Cycle Network upgrades: • Northern Coastal Cycle Path; • Mary Street.	When current committed projects are progressed, consider there two routes for subsequent funding; together with resolving relevant land tenure.	Subject to Consideration at LFTP Review	$50K Design	$2M Delivery		Strategic Planning and Urban Design; Technical Services
M2.3 Prepare and Delivery Streetscape Improvements for Sholl Street, Cooper Street and Hacket Streets	Improvements include new footpaths, street trees and underground power to improve appearance and functionality, encourage further development and improve pedestrian movements.	Subject to Consideration at LFTP Review; External Funding Required	$50K Design	$1.5M each year for three years		Strategic Planning and Urban Design; Technical Services

Project / Initiatives	Location / Details	City Role / Funding Type	Years 1-2 (24/25 – 25/26)	Years 3-5 (26/27 – 28/29)	Years 5 to 10+ (29/30 +)	Responsibility
M2.4 Prepare and deliver **Streetscape Improvements** for Barracks Lane	Improvements include new footpaths, street trees and activation of sites on norther side of the street, in conjunction with new development on the southern side of the street.	Subject to Consideration at LFTP Review; External Funding Required		$50K Design	$500K	Strategic Planning and Urban Design; Technical Services
M2.5 Prepare and deliver **Streetscape Improvements** for Pinjarra Road (Sutton Street to Mandurah Bridge) (Pinjarra Road Stage 9)	Improvements include reducing speed limits; implementing a mid-block pedestrian crossing and/ or refuge island; improving pedestrian phasing at the Sholl/Leslie Street and Sutton Street signalised intersections; and improving wayfinding to the boardwalk beneath the eastern bridge abutment.	Subject to Consideration at LFTP Review; External Funding Required		$1.5M for two years		Strategic Planning and Urban Design; Technical Services
M2.6 Prepare and deliver **Streetscape Improvements** for Mandurah Terrace (Tuckey Street to Peel Street)	Improve east west pedestrian crossings, introduce cycle lanes, remove median and provide for improved street lighting, and dedicated alfresco dining space and intersection improvements.	Subject to Consideration at LFTP Review; External Funding Required		$50K Design	$3M	Strategic Planning and Urban Design; Technical Services

Project / Initiatives	Location / Details	City Role / Funding Type	Years 1-2 (24/25 – 25/26)	Years 3-5 (26/27 – 28/29)	Years 5 to 10+ (29/30 +)	Responsibility
M2.7 Seek to prepare a business case for a 'green bridge' across the Mandjar Bay entrance channel, connecting Mandurah's northern and southern coastal path networks and facilitating an iconic inner-city recreational loop.	It is acknowledged that this project is aspirational and has significant challenges	External Funding Required			$100K	Technical Services
Movement Action 3: Improved Public Transport						
M3.1 Advocate for a **Mid-Tier Transport** solution to link the City Centre to Mandurah Train Station, Peel Health Campus and Mandurah Forum. In the short term, work with PTA to increase visibility/ branding of routes which service the City Centre	Over time, explore the viability of upgrading certain routes to higher order services such as light rail or trackless trams	Internal Staff Costs	Ongoing			Strategic Planning; Technical Services
M3.2 Work with PTA in advocating for **Higher Frequency Bus Services** linking Mandurah's suburbs to the City Centre.	If the City Centre is to become a core employment centre for the region, alternative forms of access are considered essential.	Internal Staff Costs	Ongoing			Strategic Planning; Technical Services

Project / Initiatives	Location / Details	City Role / Funding Type	Years 1-2 (24/25 – 25/26)	Years 3-5 (26/27 – 28/29)	Years 5 to 10+ (29/30 +)	Responsibility
Movement Action 4: Ongoing Management of Parking Supply and Occupancy						
C5.1 Adopt the **City Centre Parking Plan** as part the Master Plan and progress its implementation through the actions outlined.	The Plan recommends upgrades to five key existing parking areas, ensuring that the planning framework is updated and further development of at-grade parking at the Western Foreshore, improvements to timed parking, streets and monitoring of occupancy amongst others	Subject to Consideration at LFTP Review;	Refer to City Centre Parking Plan			Refer to City Centre Parking Plan
Movement Action 5: Make the City Centre highly accessible by boat						
M5.1 Prepare and develop the **Waterfront Waterways Master Plan**	Explore and identify jetty and water-based infrastructure within and around Mandjar Bay, the Eastern Foreshore and Western Foreshore	Within Existing Budget Implementation Subject to Consideration at LFTP Review;	Refer to Waterfront Waterways Master Plan when completed			Refer to Waterfront Waterways Master Plan when completed

CITY OF MANDURAH

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Engagement Report

City Centre Master Plan and Parking Plan

mandurah MATTERS

a shared vision for our future

Title	Vision Workshop Outcomes Report
Project	City Centre Masterplan
Prepared by:	City of Mandurah in collaboration with Hatch Roberts Day Pty Ltd
Status:	Draft
Version:	B

Table of Contents

01. Introduction

Project Background 5
Why a Master Plan? 6
Vision for Mandurah 7
Areas of Focus 8
Strategic Inputs 9
Engagement Timeline 12
Engagement Snapshot 13
City Centre Precincts 14
Emerging Precinct Visions 15
Values Survey 17
Key Findings 17
What you told us 18
Key Stakeholder Meetings 22
Winjan Aboriginal Corporation 23

02. Workshop Process + Outcomes 24

Workshop Process 25
Workshop Outcomes 27
Activity 29
Character 33
Movement 42

03. Recurring Ideas 48

Recurring Ideas 49
Conclusion 50
Appendix 51

01. Introduction

Project Background

This report is a summary of the findings that were identified during the extensive engagement process that took place between March 2022 and February 2023.

The objective of the community engagement undertaken was to inform the development of the City Centre Master Plan and Parking Plan. The Master Plan and Parking Plan will guide future growth and development in Mandurah's City Centre for the next 10 years and aims to deliver on the community's needs and requirements.

Following extensive consultation across a range of engagement methods, we had over 1,000 people contribute their thoughts and ideas to the future and vision for Mandurah's City Centre.

Why a Masterplan?

Over the years, there has been a large array of strategies that have been prepared, focusing on the City Centre.

A City Centre Master Plan is important to bring these ideas together in a clear and concise way, to establish a vision for the way forward.

How does the Parking Plan relate?

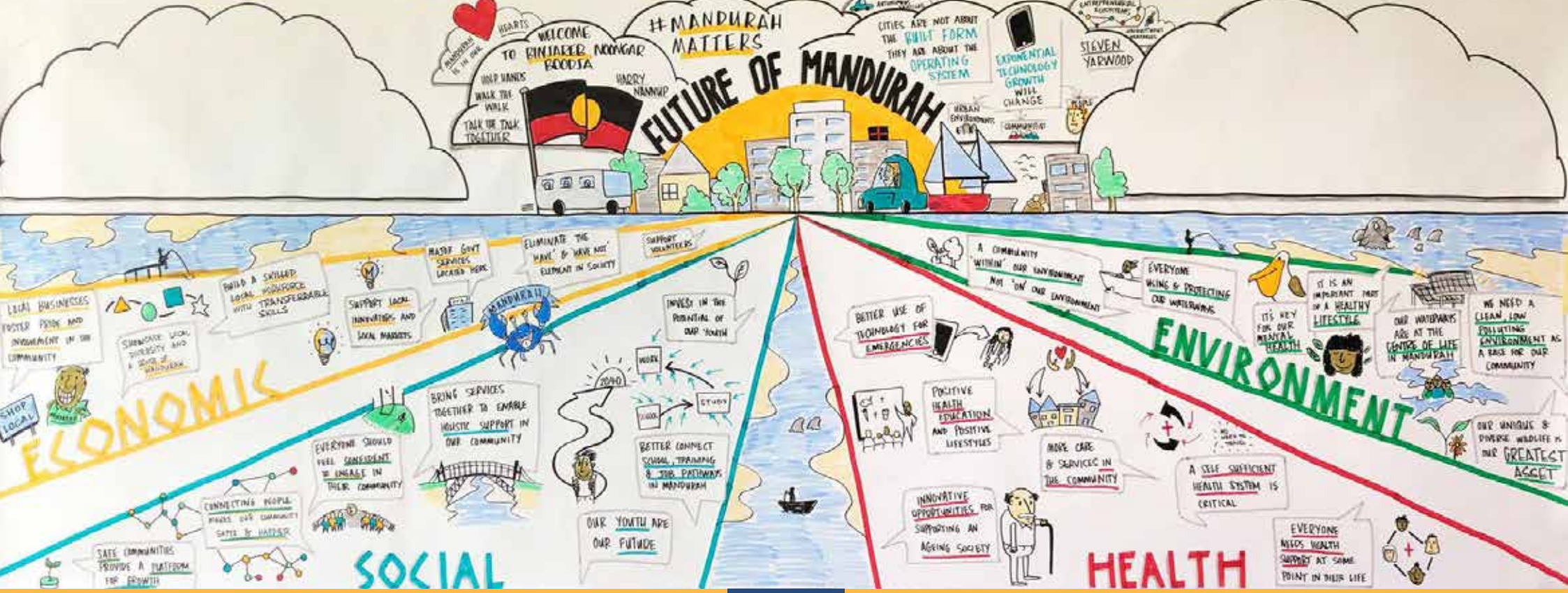
Parking within the City Centre is a topic that is frequently raised by the community and planning for carparking is an essential consideration in the creation of a City. The Parking Plan will be one of the implementation tools of the Master Plan to address one of the key ways residents and visitors access the City Centre, will guide decision making around parking for the next 10 years.

Set clear direction based on community priorities

Coordinate a wide range of users and their needs

Address identified challenges in a managed way

Ensure changes are successful and make things better



Vision for Mandurah

The residents of Mandurah proudly call their home, their meeting place, our Mandjoogoordap.

The City of Mandurah's Strategic Community Plan represents the vision and strategic framework to guide decision making over the next 20 years, to achieve collaborative aspiration to be a thriving regional city with the heart of a village.

The Strategic Community plan reflects extensive collaboration undertaken back in 2018, one of the region's largest ever community engagement initiatives, between the Council and community. The Master Plan builds on this engagement to determine the community's thoughts on how this vision can be realised for the City Centre.

Woven by waterways, a city with a village heart.

We are built in nature - a meeting place surrounded by unique waterways, where the wellbeing of our people and our environment are nurtured; where business in the community can thrive and entrepreneurship is celebrated.

We will be the place where a thriving regional city and the heart of a village meet.

This is our Mandjoogoordap.

Areas of Focus

The focus areas and outcomes of the Strategic Community Plan as summarised below, are a reflection of what matters most to the Community. These outcomes essentially provide the strategic direction to shape all work progressed by the City of Mandurah, over the next 20 years.

It is important to consider and reflect how these goals will be reflected and embedded, within the Master Plan.

Economy

Support & empower local business

Create local jobs & opportunities

Foster innovation & creativity

Employment, industry & enterprise diversity

Consider environmental impacts (by industry)

Social

Engage, enable & promote youth

People feel safe

Hear & embrace all voices

Vibrant, welcoming places

Protect the natural environment

Health

Compassionate & interconnected health system

Accessible services & facilities

Technology & infrastructure

Appropriate support (ageing population)

Environment

Nature has a voice in all decisions

Beautiful, clean & sustainable

Preserve & celebrate waterways

Deep engagement and respect for the environment

With community we mean:

Residents, business owners, land owners and potential investors.

Master Plan Inputs

Though out the development of the City Centre, there have been numerous plans and strategies that have helped shape what the City is today. These plans and the community engagement results that were collected, are all inputs into the development of the Master Plan and Parking Plan.

Inputs

Strategic Community Plan

Previous Plans:

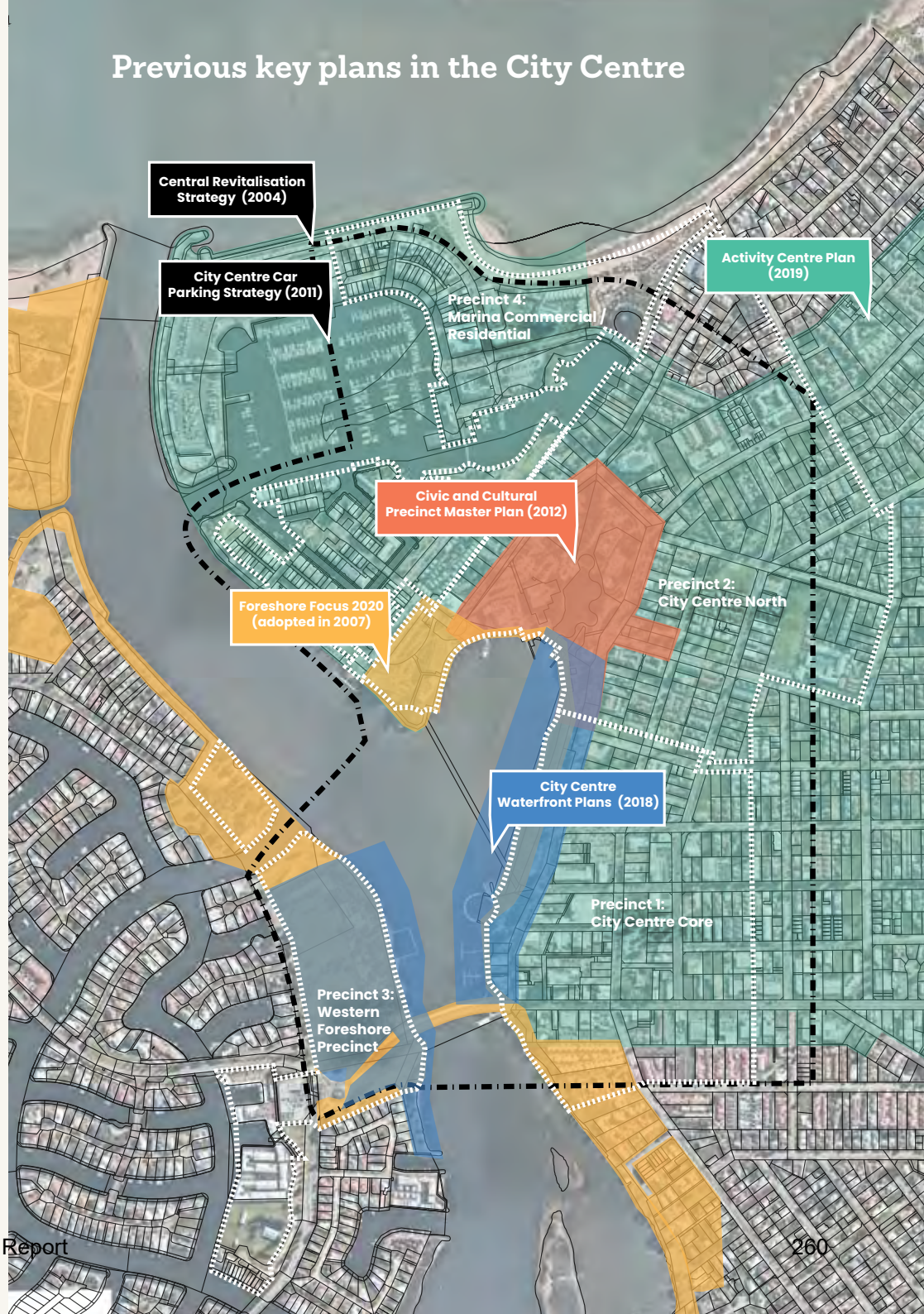
Revitalisation Strategy
Foreshore Focus 2020
Transport Plans / Precinct Plan
City Car Parking Strategy
Civic and Cultural Precinct Master Plan
Reconciliation Action Plan
Arts, Heritage & Culture
Property Strategy
Greening Mandurah/ Street Tree Master Plan
Mandurah Waterfront Plans
Public Health Plan
Youth Strategy
Access & Inclusion Plan
Transform Mandurah
Social Infrastructure Plan

Community Engagement:

Mandurah Matters
Mandurah Waterfront
Surveys
Workshops

Plan

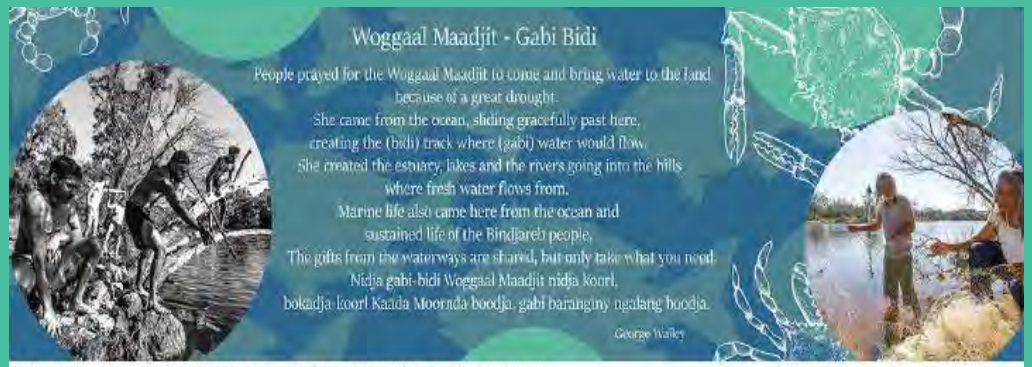
City Centre Master Plan



Waterfront Boodja Stories

This boodja (this place) has a powerful and rich cultural history. The Mandurah Waterfront Project identifies the stories that define the City Centre area.

Bringing these stories to life will enrich the public places, develop sense of place and enhance the experience of our visitors. These themes set a strong foundation to further shape the place Identity and character ideas that are presented within this document.



^ *Mandurah Bridge Interpretive Signage Panel - wording by George Walley, artwork by Elli Moody*

We are Binjareb Noongar and Australian people. We are the river people.

We are the lakes people. We are the estuary people.

We are the ocean people.

We are the hill people and we are the coastal plains people.

We are rich in heritage and history.

We are the owners of this land through the heritage of our ancestors.

We are the custodians of our land through the ancestral rights passed onto us.

We are determined and proud people of who we are and our responsibilities.

We are uniquely Australian.

Source: George Walley,
Traditional Owner, Binjareb Boodja 2013

Engagement Timeline

Engagement Snapshot

477
Values Survey Responses

5
Community Information Pop Up's

4
Vision Workshops

4
Media Releases

27
Stakeholder Meetings

4
4 Buisness Drop In Sessions

8
Facebook Posts

238
Facebook Comments

920
Facebook Likes

City Centre Precincts

The Mandurah City Centre has been broken down into four precinct areas.

This map of Mandurah's City Centre was used during all of the engagement activities to show the area of focus for the two plans. It was important to consider these precincts during the process, to build upon the established and distinguished character of the precinct neighborhoods and to strengthen the valuable diversity of the City Centre. It allowed us to explore the opportunities, challenges and possible solutions on a precinct-level and ensures the preparation of a comprehensive and coordinated Master Plan for the future of the City Centre.

Precinct 1: City Centre Core

Precinct 2: City Centre North

Precinct 3: Western Foreshore Precinct

Precinct 4: Marina Commercial / Residential

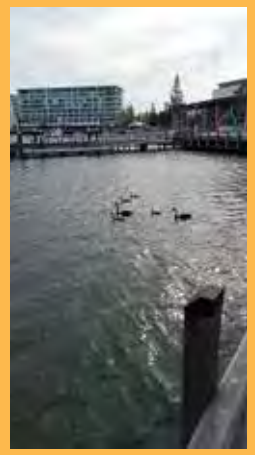
Emerging Precinct Visions

Precinct 1:
City Centre Core

Historic heart, local lifestyle

Precinct 2:
City Centre North

Proud civic presence with a harbour's feel



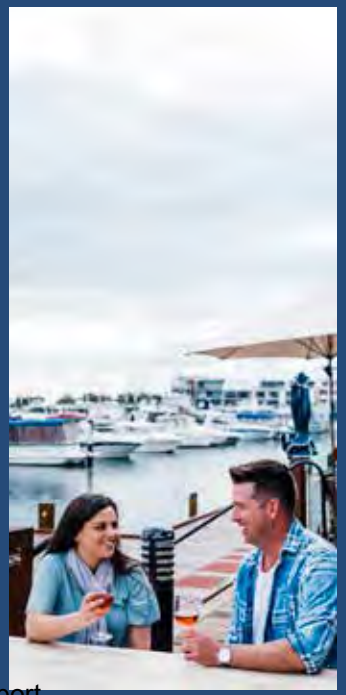
Emerging Precinct Visions

Precinct 3: Western Foreshore

Connect and Play

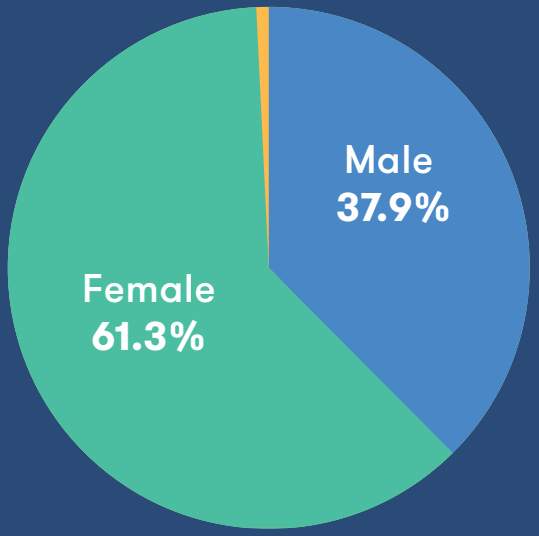
Precinct 4: Mandurah Ocean Marina

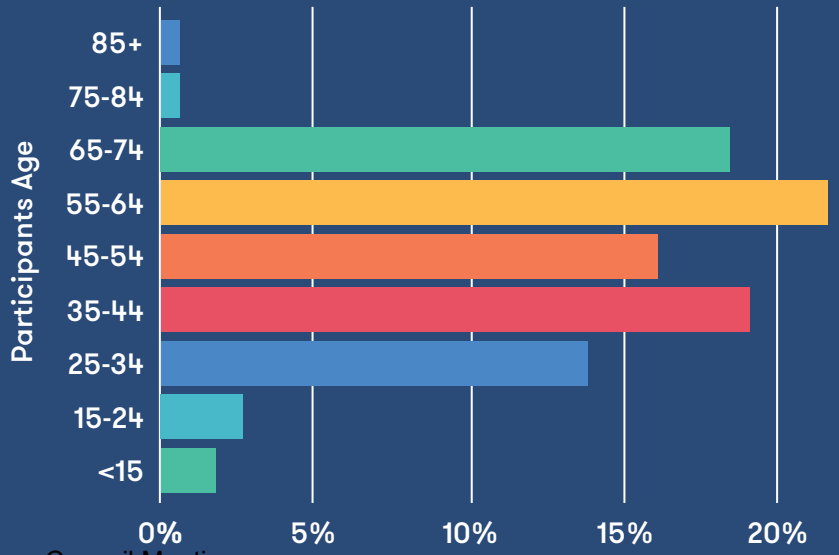
Adventure by the Sea



Values Survey – April/May 2022

Participants





477
Participants

350
(residents within Mandurah) with visitors coming from Dunsborough through to Yokine

73
resident in the City Centre = 15.3%

350
resident within Mandurah = 73.3%

36
Visitor = 7.5%

9
students = 1.9%

32
Mandurah Business owner/operator = 6.7%

17
City Centre Business owner/ operator = 3.6%

14
Landowner = 2.9%

44
work in the City Centre = 9.2%

Values Survey - Snapshot Results

31% said public transport to the City Centre is inconvenient.

41% felt there was a limited range of entertainment options.

19% said they feel safe when walking around at night.

67% said some level of traffic congestion is acceptable.

74% said there is a good range of cafes and restaurants.

65% said there is a good range of events and activities.

70% said they are mostly able to find a park when they need one.

77% felt the City Centre was well connected to the waterfront.

34% said they would consider living in the City Centre.

79% said they feel safe when walking around during the day.

71% felt there is enough greenery.

Values Survey - Key Findings

Top 5 Areas of Importance to the Community:

1. **Adequate Parks & Greenspaces**
2. **Safety**
3. **Restaurants & Cafés**
4. **Connection of paths for walking, cycling & running**
5. **Traffic Movement & Circulation**

When asked If you could improve anything about the City Centre what would it be? You said...

"More interactive art that incorporates touch, sight, sound and can be changed and added to, to make ever growing art work Or interchangeable".

"More street lights and cameras especially in and around car parking areas. I also think that maybe have a couple of permanent stalls right on the foreshore selling things like ice cream and coffee."

"I would make it traffic free, have more art and music, stalls and we missed the inflatable water play area. Better street lighting especially Dudley park... but it's over all an amazing place to live ..."

"Create an exciting entrance to the City along the road leading from the train station. Currently it is awful and visitors must be totally underwhelmed."

"More live bands when the weather permits. Maybe a battle of the bands for new up and coming artists to gain experience.".

"I have been a resident of Mandurah for 30 years. I am very happy with all of the improvements to Mandurah over the years. I think that people probably need to be made aware of the available car parking in the City Centre."

"It would be nice to have a pedestrian bridge connecting Stingray point to the War Memorial park"

"More public art and acknowledgment of Aboriginal heritage".

"Does all the time restricted parking in the City Centre include both weekends and public holidays? Some signs say they don't but others don't specify so I assume they are restricted 24 hours every day of the week? This needs to be clear."

Values Survey - Key Themes

The aim of the engagement process was to understand community values and thinking relating to Mandurah's City Centre today, its current facilities, character and wayfinding as well as to understand priorities and areas of focus into the future. In reviewing the comments made within the values survey, three key themes emerged.

Activity

Where and when do we need activity, user needs, water based activity and events to inform programming and relevant guidelines.

Character

Exploring how the high-level vision would translate into a spatial plan, the village heart concept, and the look and feel of the built form and public realm.

Movement

Drilling down into key issues raised during initial engagement, including circulation, wayfinding, path connections, modal conflicts, arrival experiences, precinct connections and designing Complete Streets including gaps in the existing network.

Key Themes - What was said

Activity

- More activities available for all age groups with more consideration of our teenagers
- A larger variety of entertainment options in winter
- More indoor entertainment options
- A selection of rooftop bars
- Free family events
- Somewhere for buskers to entertain
- Reconsider markets location and products
- Introduce a good night market
- More sport in the City Centre
- Hold live music on the eastern foreshore
- Open art days
- Extension of current museum
- Open a restaurant/bar along Doddie's beach
- Safe alcohol-free venues after 6pm for young adults
- Open a splash park / pump track
- More public art and paintings
- Celebrate indigenous culture more
- Provide interactive art (touch, sight, sound)
- Heritage and Cultural Trails
- Open an art gallery

Character

- More lighting at night
- Require wider footpaths
- Need to upgrade the foreshore public toilets
- More greenery along paths
- Provide more shade
- Have seating along foreshore
- A variety of alfresco dining
- More consistency in street scape design for the City Centre
- Landscaping on Pinjarra road and Sutton needs work
- Improve and modernise retailers and shop fronts in smart street mall specifically
- Upkeep cleanliness of Mandurah Terrace
- Verge clean-up incentive for local city centre residents

Movement

- Better connection between precincts required
- More navigation signage
- Visually appealing and easy to read
- Improve circulation of traffic flow and congestion
- Improve traffic flow near the post office
- Place roundabouts on Mandurah Terrace and Sholl Street
- More pedestrian crosswalks on Mandurah Terrace
- Reconsider roundabout at Tuckey and Sutton St as it was removed
- Place roundabout on Sholl Street near post office
- Make Mandurah Terrace more pedestrian friendly
- Increase the parking availability along Mandurah Terrace
- Provide adequate safety of carparks
- Updated Lighting/signage around carparks
- More CCTV in carparks
- Reconsider ACROD bay locations
- Have an all-day carpark
- Include drop off bays on the foreshore
- Consider a multi-story carpark
- Limit parking in front of alfresco dining and more pedestrian access
- Improve the frequency and ease of public transport
- Design bike routes connecting precincts and separation from walkers
- Provide walking/running routes
- Hire of electric scooters as public transportation
- Better connection from trainline to foreshore
- Offer a Water taxi
- Better bike lockup locations
- Better access for mobility scooters

Key Stakeholder Meetings

Throughout the duration of the projects we held a total of 27 stakeholder meetings. These meetings were designed to encourage stakeholders to share their ideas and visons for the City Centre. These meetings included Business Owners, Landowners, Community Groups, Organisations and Private Investors. Overall there were some fantastic inputs and discussion points that have now been used in the development of the draft plans.

"There is a need for improved public transport link between the train station and the City Centre that is regular and has frequent stops at key attractions and carparks". - Landowner

"Wayfinding signage is required to enable visitors to find parking" – Landowner

"The waterways provide the Character of Mandurah" – Landowner

"Worker accommodation is lacking within the City and is needed to attract back packers to fill the hospitality positions". - Landowner

"The access to water is what draws people to Mandurah, it is our point of difference" – Landowner

"The events in the City Centre increase activation and benefit businesses" – Business Owner

"The parallel bays on the western side of Mandurah Terrace should be short term parking" – Business Owner

"Activities that don't require access to the waterfront could be moved further back from the foreshore, creating more depth to the City Centre". - Landowner

"All day parking at Mewburn would be great" – Business Owner

Winjan Aboriginal Corporation – 31 January 2023

Our project team was fortunate to speak with a range of stakeholders during this process including a group of 6 Elders from the Winjan Aboriginal Corporation. Winjan Aboriginal Corporation is a not-for-profit community cultural centre based in Mandurah and they provide significant local knowledge and cultural guidance for the area. Throughout the development of the City Centre it is important that conversations continue with the City's local knowledge holders.

Here are a few emerging considerations that came out of this part of the engagement process:

- Desire to incorporate some of the Binjareb stories into any future development where possible
- Ensure the Western Foreshore remains an accessible space with a focus on family connection with cultural awareness and respect
- Desire to incorporate a cultural centre in the Master Plan, noting Mary St carpark, Western Foreshore, Henry Sutton Grove and Dalrymple Park as possible locations. Keen on a commercial space from where local art can be sold, cultural tours can be run, and employment can be created.
- Elders would like to be engaged on visual aspects of any future developments in areas of significance
- Technology can be utilised to share and understand culture appreciation stories in and around developments
- New waterway structures should not result in any more disturbance to the estuary bed.
- Elders would like to see a cultural dance area incorporated in to the plan